

King City General Plan

CONSOLIDATED PLAN DOCUMENT

Land Use Element
Circulation Element
Housing Element
Noise Element
Conservation, Open Space, and Safety Element
Economic Development Element



KING CITY
C A L I F O R N I A

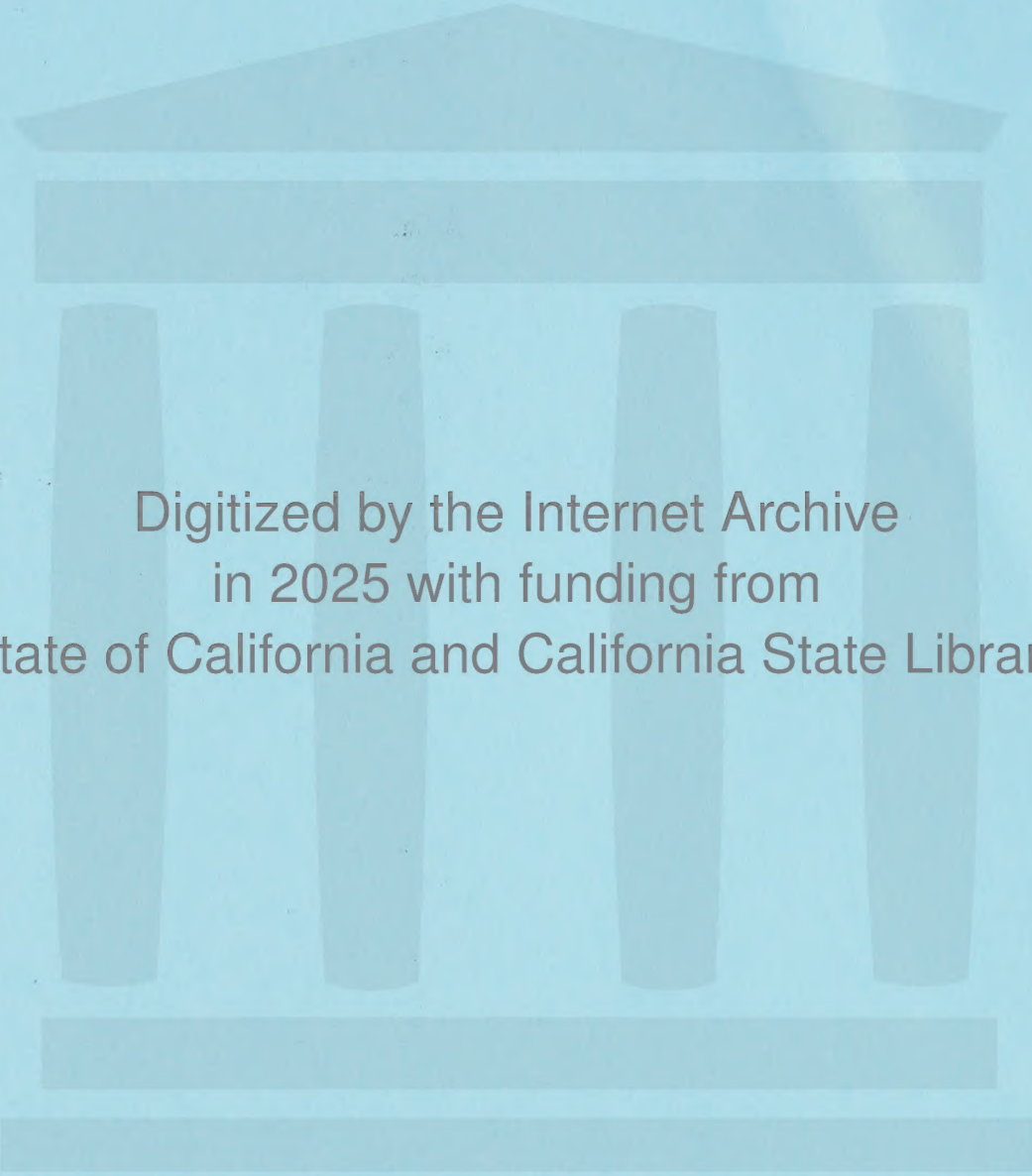
Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

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December, 1998

FOREWORD AND ACKNOWLEDGMENTS

This general plan has been prepared for King City, California, a community that lies at the hub of the South County region in Monterey County, California. The planning process was initiated in early 1995 by the late Don Bates, Director of Planning and Building. Mr. Bates passed away in 1996 after 19 years as the city's Planning Director. His legacy as a planner and as a citizen is written not only into this plan, but into the physical form of the community as it continues to evolve today.

This plan was prepared by a team of consultants under the direction of Perspective Planning of San Luis Obispo, including the following: John B. Ashbaugh, AICP, Principal of Perspective Planning; John Larson, Senior Environmental Scientist, PRA Group; Keith Higgins, Higgins and Associates, traffic consultants; and Walt Bremer and Geographic Information Systems Lab at the Department of Landscape Architecture at California Polytechnic State University, San Luis Obispo.

King City staff that have assisted in preparing this plan, besides Mr. Bates, include the following: Blaine Michaelis, City Manager; Harlan Butler, Public Works Director, Dave Van Etten, Planning and Building Director; Scott Galbraith, Economic Development Director; Robert Moreno, Finance Director; and Ed Foley, City Attorney. In addition, several elected or appointed officials have met with the consultants to review early drafts of various plan elements, including Chuck Krause, Joe Grebmeier, Joe Neely, Byron Lynn, Doug Brooks, and David Layous.

The General Plan is intended to be a living document that can assist the community in understanding its past, defining its goals, responding to changing circumstances, and shaping its future. The 1998 General Plan for King City represents a significant departure from the previous plan, adopted in 1988.

The individual elements of the general plan were considered in the sequence that they are presented in this document, through the period of April, 1996 through July, 1997. The full consolidated version of this plan was first considered and approved for purposes of environmental review at hearings in October, 1997. The Environmental Impact Report was prepared and reviewed throughout most of 1998. The general plan was adopted, and the EIR was certified, at meetings by the Planning Commission and Council in December, 1998.

<u>Members of the City Council:</u>	John L. Myers, Mayor Richard Zechentmayer, Mayor Pro Tem Robert Tamez Byron Lynn Joseph Grebmeier	
<u>Members of the Planning Commission:</u>	Chuck Krause, Chair Doug Brooks, Vice-Chair Joe Soto	Susan Kleber David Layous Frank Lopez
<u>Former Commissioners:</u>	Elton Sundahl	Joe Neely

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INTRODUCTION

1. Organization of the King City General Plan

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term general plan for the physical development of the city...", which is to be "an integrated, internally consistent and compatible statement of policies." The law requires that a general plan include seven "elements", each with specified content. These include the Land Use, Circulation, Housing, Noise, Conservation, Open Space, and Safety elements.

The State has also adopted General Plan Guidelines that spell out the manner in which a general plan is to be prepared and adopted. Basic requirements are that a general plan must consist of diagrams and text which establish the community's long-range goals and objectives regarding physical development. Both the statutes and the guidelines give broad flexibility to each community as to how these elements are to be organized, however.

Taken as a whole, the elements of the general plan are to function as a sort of "constitution" for the community. A general plan sets forth the direction of future growth and development over a long-term time horizon, typically about 20 years.

The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, public works projects, and small-scale plans ("specific plans") be consistent with the general plan. Each element must also be consistent with the other elements -- in other words, the plan must be internally consistent.

The following is a brief description of each of the elements of this general plan, as they appear within this Consolidated Plan Document.

1.1 Land Use Element

The Land Use Element is considered by many to be the most important element, because it establishes the overall density and land use type for the several districts of the community. The Land Use Element defines the character of each of the city's residential, commercial, and industrial neighborhoods, and proposes the direction of future expansion of the City's boundaries. In a sense, the Land Use Element provides the physical "vision" of the community.

The Land Use Element was last adopted by King City in 1988, and much of the area set aside for development at that time has been absorbed into the community. Thus, this new plan has been prepared to look ahead and to propose new directions for the community's growth in the future.

1.2 Circulation Element

The Circulation Element, according to the law, is to consider "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The Circulation Element is not simply a transportation plan; it deals with the most basic and fundamental infrastructure of a community: Streets, sidewalks, bicycle lanes, intersections, traffic signals, driveways and other

access roads, and even the routing of certain drainage and utility rights of way. The Circulation Element can also address issues of noise and safety, neighborhood preservation, downtown vitality, transit needs, truck routes, and even wheelchair accessibility.

1.3 Housing Element

California state law requires that each city have a housing element in its general plan (Government Code Section 65000, et seq.). The housing element must consist of:

- * An assessment of housing needs and an inventory of resources and constraints to meet these needs;
- * A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing; and
- * A program which sets forth a schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element.

This Housing Element is intended to conform to the requirements of State law, and to provide a positive statement as to the type of balanced housing stock that King City seeks.

1.4 Noise Element

We are reared in an environment where certain levels of sound are intuitively considered by the average human being to be normal. Increasingly, however, our environment contains sounds which to the average person can be called "unwanted." Such unwanted sound is known as noise.

The State of California requires that a Noise Element be included in the General Plan of every city and county, in recognition of a need to protect citizens against the encroachment of noise into their communities and places of residence.

The Noise Element for the City of King is concerned with present and potential noise levels and with specific recommendations that the city can follow to control the various sources of community noise which affect its quality of life. The Noise Element was originally prepared in 1975, and is being updated in 1997 to reflect changing conditions (traffic volumes and land use patterns) as well as changing practices in how planning and other regulations deal with the noise environment.

1.5 Conservation, Open Space, and Safety Elements

The Conservation, Open Space, and Safety Elements are often consolidated together, because they address similar subject matter: Natural and scenic areas; agricultural lands; water supply; and hazardous areas such as floodplains and areas of high fire hazard. The Open Space Element, in particular, has very detailed requirements set forth in State law and within the general plan guidelines.

Through the Conservation, Open Space, and Safety Elements, this general plan sets forth the community's goals and policies with respect to its natural resources and how to protect them. This plan is also consistent with the community's goals in land use, circulation, housing, and overall urban growth. The goals and policies that are established in these three elements have been considered and respected when formulating the other elements of the general plan.

1.6 Economic Development Element

The law also permits--but does not require--the City to adopt any other "optional elements" of its general plan which "relate to the physical development of the ... city." Upon adoption, an optional element becomes an integral part of the general plan, with the same force and effect as the other elements.

King City has elected to adopt the Economic Development Element of its general plan as an optional element. The Economic Development Element has been written so as to be consistent with each of the other elements of the City's general plan. In turn, all other mandatory general plan elements--as well as zoning, subdivisions, public works projects, and specific plans--must be consistent with the Economic Development Element since it is also a part of the general plan.

The Economic Development Element is intended to function as a fundamental part of the general plan--as an "article" within the "constitution" for the community. The general plan as a whole is intended to set forth the direction of future growth and development over a long-term time horizon, at least 20 years. The Economic Development Element provides the economic "vision" of the community, and will set forth specific policies, goals, strategies, and actions that are needed in order to make that vision a reality.

With an adopted Economic Development Element as part of this general plan, the City intends to send a clear message from its citizens, elected officials, municipal staff, and all organizations affiliated with the City as to the priority that it gives to sound and sustainable economic development.

2. Why Plan?

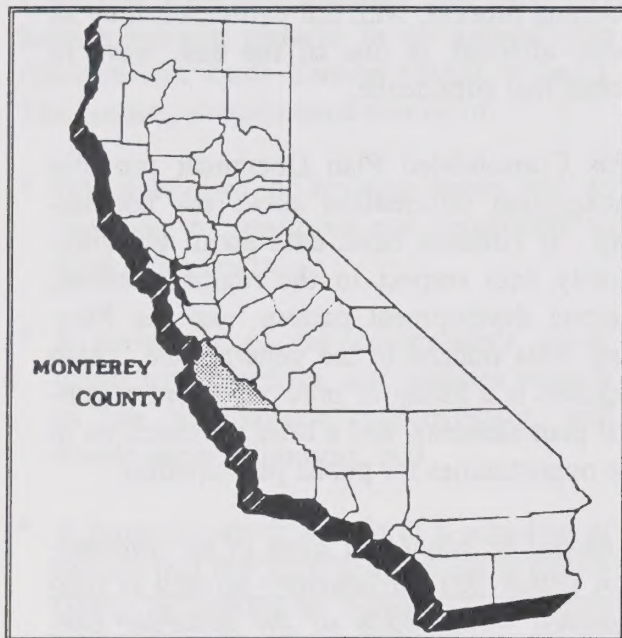
Good planning and a sound vision is a prerequisite for orderly development. In today's competitive world, a prosperous economy is possible only when a community is well planned. Economic progress only occurs when private entrepreneurs have confidence in City governance. A solid community planning process, with full participation by all those affected, is one of the best ways to obtain that confidence.

This Consolidated Plan Document provides background information about the community. It contains basic data about the community with respect to the regional setting, historic development pattern, and the Planning Area utilized in the general plan. Also included is a listing of previous adopted general plan elements, and a brief statement as to the opportunities for public participation.

It should be noted that some of the information within this introductory section is also repeated within each of the separate Elements. This repetition is a result of the fact that each element was prepared separately during a 2-year process between June 1995 and December 1997. Each of the separate Elements has also been published and may be obtained separately as a "stand-alone" document.

2.1 Regional Setting

King City is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County, in turn, lies in the Central Coast of California, just south of the rapidly-growing nine-county San Francisco Bay Area.



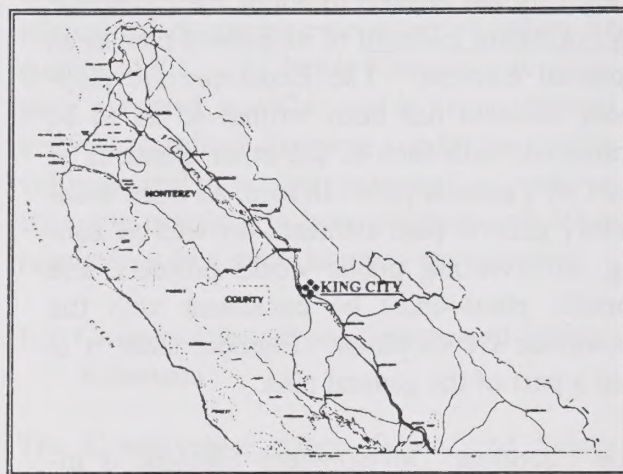
Monterey County in relation to California

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, mostly privately owned with the singular exception of Pinnacles National

Monument. These mountains are primarily rolling, grass-covered foothills interspersed with chaparral and occasional vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provides the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in King City.



King City lies in the southern part of Monterey County

2.2 Historical Development

King City has benefitted from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through King City rather than leave the route on the west side of the

Salinas River. This key decision assured that the community would survive economically.

In recent years, visitor-serving and highway-related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding King City, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. One area where residential use has been permitted in the unincorporated area is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

2.3 Planning Area Definition

This General Plan addresses a Planning Area of 6,132.5 acres, which includes an area larger than the city limits. (See Figure GP-1 in Section One of this Consolidated Plan Document). There are approximately 1,448.5 acres within the City's municipal boundary, which lies wholly inside of the Planning Area. As noted in Figure GP-1, this general plan was developed using a data base of properties that included some parcels even outside of the Planning Area; the net area of all properties within the data base is 11,486 acres.

The Planning Area is restricted to areas east of the Salinas River. It does not take in areas that Monterey County has allowed to develop at suburban densities to the west of the river along Pine Canyon Road.

Beginning at the Highway 101 bridge over the Salinas River and continuing clockwise, the Planning Area takes in city-owned land to the north along the river which comprises the wastewater treatment plant and disposal areas. Going to the northeast toward the airport, the Planning Area takes in areas that had been designated in the previous General Plan as "Residential Reserve".

At the intersection of Metz Road and Airport Drive, the Planning Area extends to the northeast to take in a small amount of privately-owned land adjoining and north of the airport. Most of this property is currently located within the City limits.

South of Bitterwater Road, the Planning Area encompasses property that is primarily used for agriculture on both sides of San Lorenzo Creek. At Lonoak Road, the Planning Area cuts to the south to reach the intersection of First Street and Highway 101.

From that intersection, the Planning Area boundary takes in agricultural land within Monterey County's unincorporated area, and extends southwesterly to the Salinas River. At the river, the boundary follows the eastern edge of the river back to the Highway 101 bridge over the Salinas River.

It is important to note that the Planning Area boundary generally takes in land that is deemed to be related to, and impacted by, the planning within the City limits and "Sphere of Influence" of the City of King. The boundaries do not necessarily imply or suggest that the City considers the properties within them to be subject to annexation nor development.

Policies and action programs in each element of this general plan will address these issues

of growth and boundary expansion. The most important task for this General Plan is to establish the appropriate direction of the city's development, and to select the best strategy for achieving this vision.

2.4 Previous Adopted General Plans

The first general plan Land Use Element for the City of King was adopted in 1973, along with the Circulation, Conservation, Open Space, and Scenic Highways Elements. Two years later, the Safety, Noise, and Seismic Safety Elements were adopted. The Housing Element was first adopted in 1985, then updated in January, 1992.

Comprehensive updates to the Land Use Element and Circulation Element were adopted in 1988. (See Figure LU-1 below, 1988 Land Use Element). Because much of the land area allocated for development by that Land Use Element has since been developed, and because King City continues to grow, a new update of the Land Use Element became necessary in 1995, and work was initiated in July of that year.

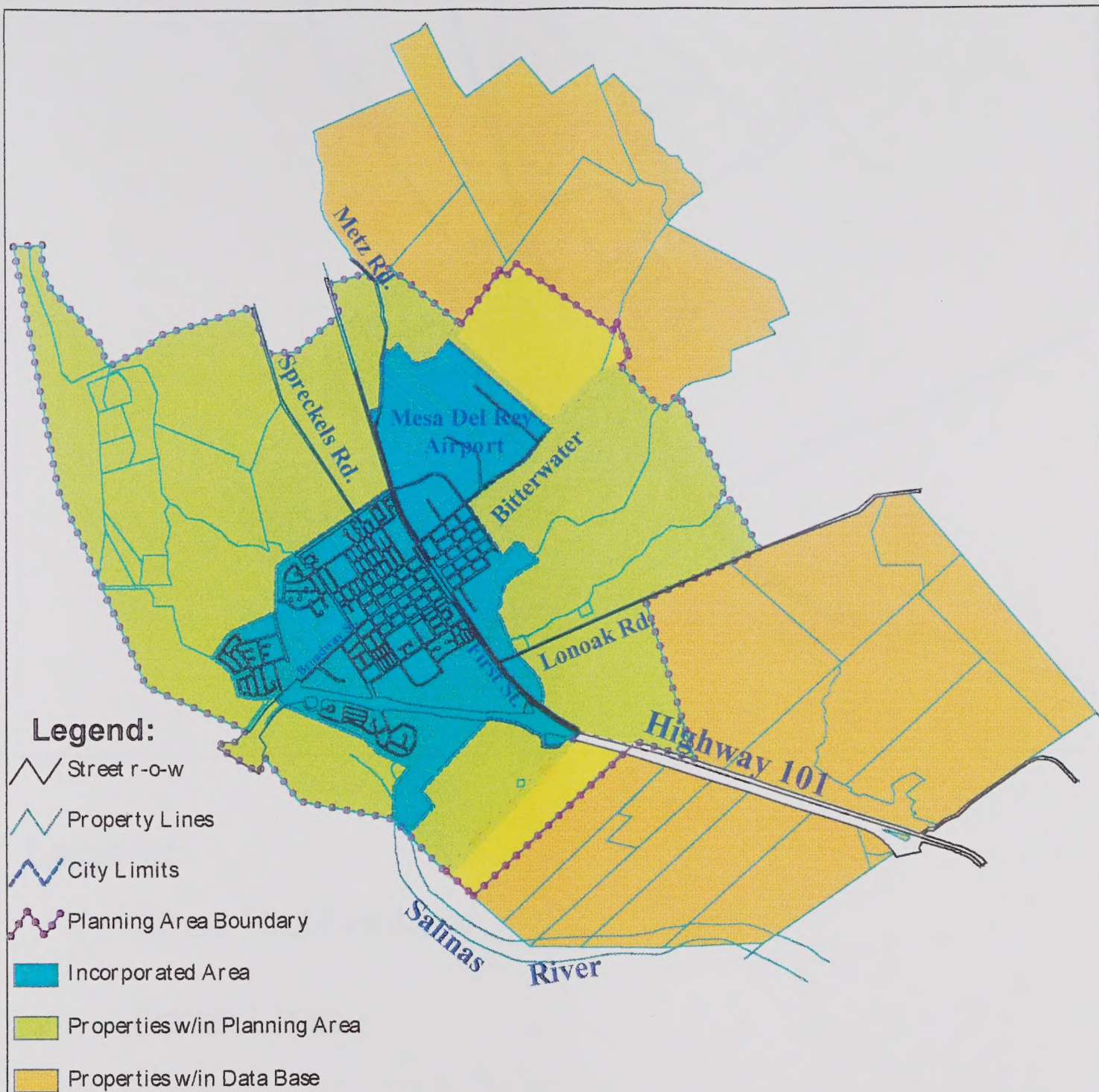
2.5 Public Participation

Copies of the draft General Plan were available for public review at city hall and at the library prior to each public hearing held in order to review the draft General Plan. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the General Plan, public comments were received at several planning commission hearings and one city council hearing. The dates of the public hearings are listed below:

- King City Planning Commission: June 17, July 1, August 3, September 2, September 16, October 7, and October 21.
- King City City Council: October 28, 1997.

In addition, copies of the draft General Plan were distributed to local representatives of several community organizations for their review and comment.

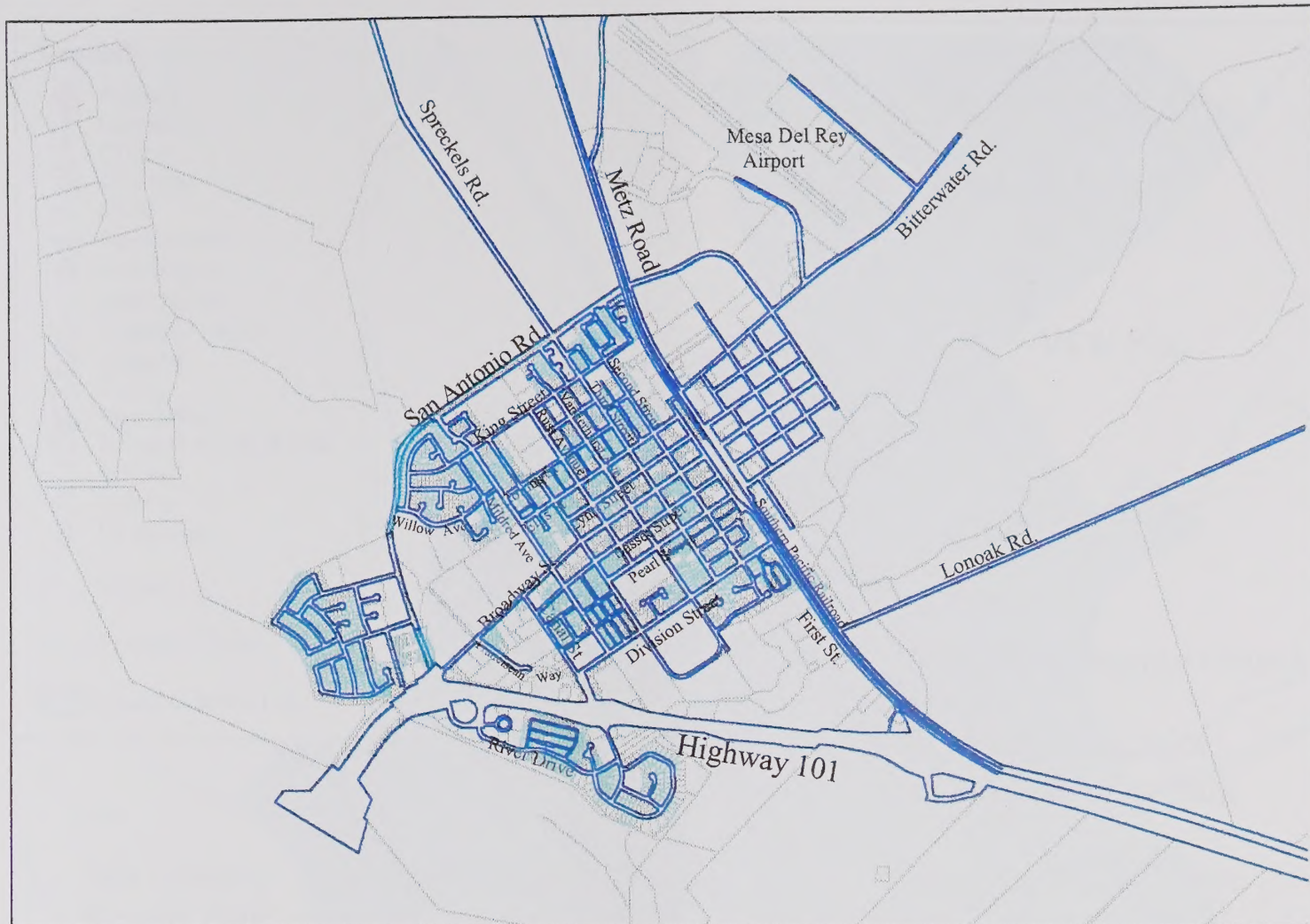
The eight elements of the general plan are published and bound together in this document, along with a separate section (Section One, immediately following), which contains all of the figures and diagrams used in the general plan. Each Element may be obtained separately as well.



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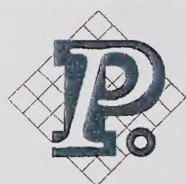
Fig. GP-1: King City Planning Area



Legend:

 Street Right-of-Way

 Parcel Lines



**Perspective
Planning**
Planning & Environmental Services

0 0.25 0.5 0.75 1 Miles




**Fig. GP-2:
King City Streets**

Legend:

-  Airport
-  Cemetery
-  Church
-  City Hall
-  DMV
-  Fairgrounds
-  Fire Station
-  Golf Course
-  Highway Patrol
-  Hospital
-  Parks
-  Post Office
-  Rodeo & Horse Arena
-  School
-  Sheriff
-  VFW Hall

-  Streets
-  Property Lines
-  Incorporated Area



0 0.25 0.5 0.75 Miles

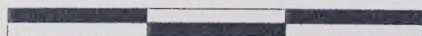
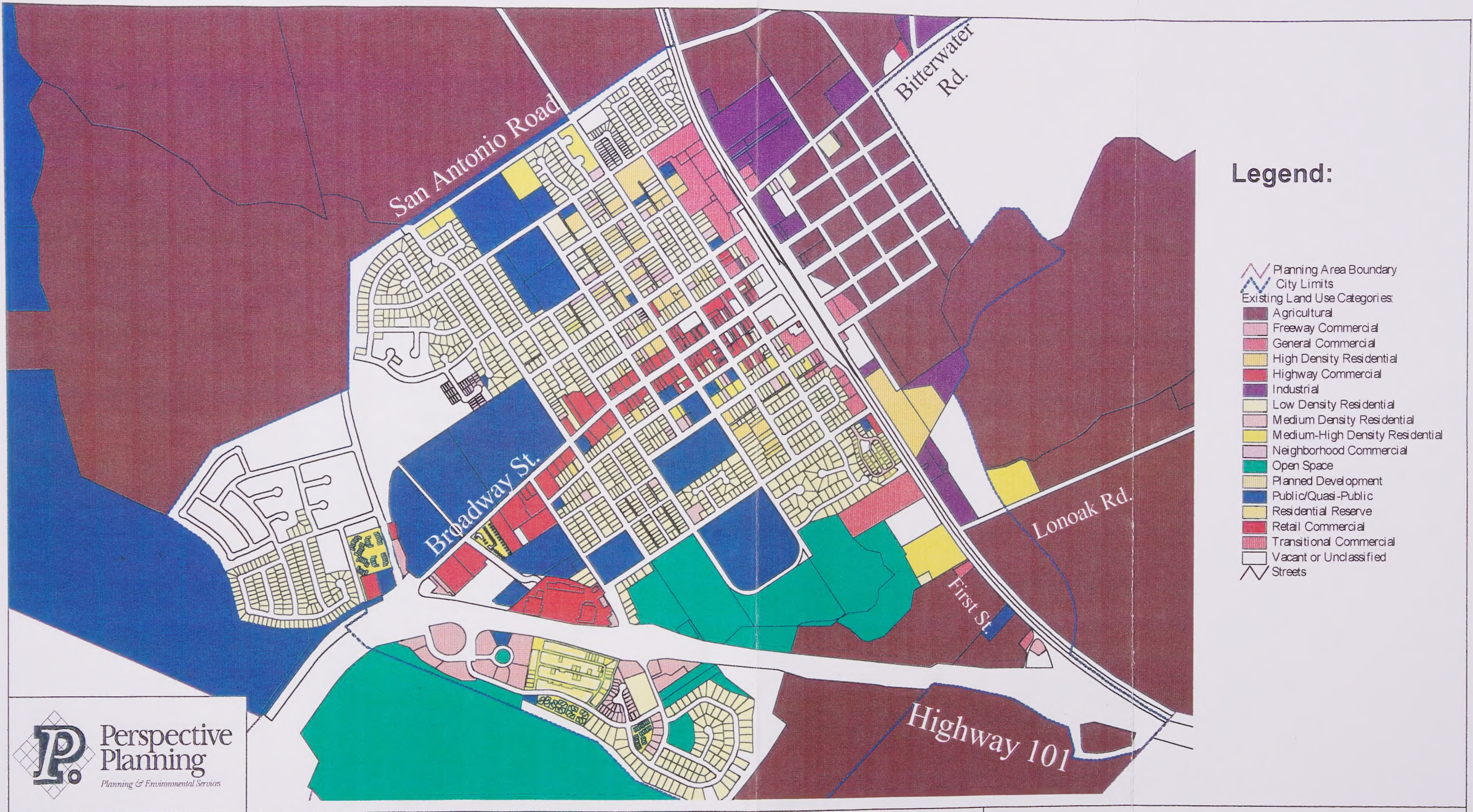


Fig. GP-3: Major King City Landmarks



0 0.25 0.5 0.75 1 Miles



**King City General Plan
Land Use Element**

**Fig. LU-2B: Existing
Land Use/Downtown Area**





Legend:

- Planning Area Boundary
- City Limits
- Existing Land Use Categories:
 - Agricultural
 - Freeway Commercial
 - General Commercial
 - High Density Residential
 - Highway Commercial
 - Industrial
 - Low Density Residential
 - Medium Density Residential
 - Medium-High Density Residential
 - Neighborhood Commercial
 - Open Space
 - Planned Development
 - Public/Quasi-Public
 - Residential Reserve
 - Retail Commercial
 - Transitional Commercial
 - Vacant or Unclassified
- Streets



0 0.25 0.5 0.75 1 Miles



King City General Plan
Land Use Element

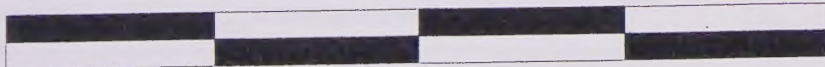
**Fig. LU-2A: Existing
Land Use/Planning Area**

Legend:

- Street R-O-W
- 1988 Land Use Element
- Agricultural
- Freeway Commercial
- General Commercial
- High Density Residential
- Highway Commercial
- Industrial
- Low Density Residential
- Medium Density Residential
- Medium-High Density Residential
- Neighborhood Commercial
- Open Space
- Planned Development
- Public/Quasi-Public
- Residential Reserve
- Retail Commercial
- Transitional Commercial
- Vacant or Unclassified



0.5 0 0.5 1 1.5 Miles



King City General Plan
Land Use Element

Fig. LU-1 1988
Land Use Element

King City High School

Broadway St

Canal St

Mee Memorial Hospital

Franciscan Way

Sheriff's Office

King City Center

Highway 101

Legend

Land Use Categories (Proposed)

-  Agriculture
-  Neighborhood Commercial
-  Freeway Service Commercial
-  General Commercial
-  General Industrial
-  Highway Service Commercial
-  High Density Residential
-  Low Density Residential
-  Light Industrial
-  Medium Density Residential
-  MDR/Mobilehome Park
-  Medium-High Density Residential
-  Open Space
-  Planned Development
-  PD/Mobilehome Park
-  Public/Quasi Public
-  Retail Commercial
-  Retail Commercial/Transitional
-  Urban Reserve/Agriculture
-  Street Rights of Way
-  Parcel Lines



Perspective Planning
Planning & Environmental Services

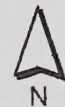
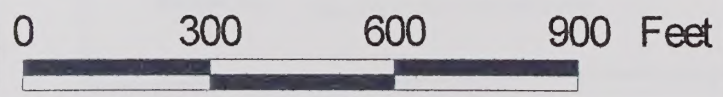


Fig. LU-4:
Hospital Special Planning Area



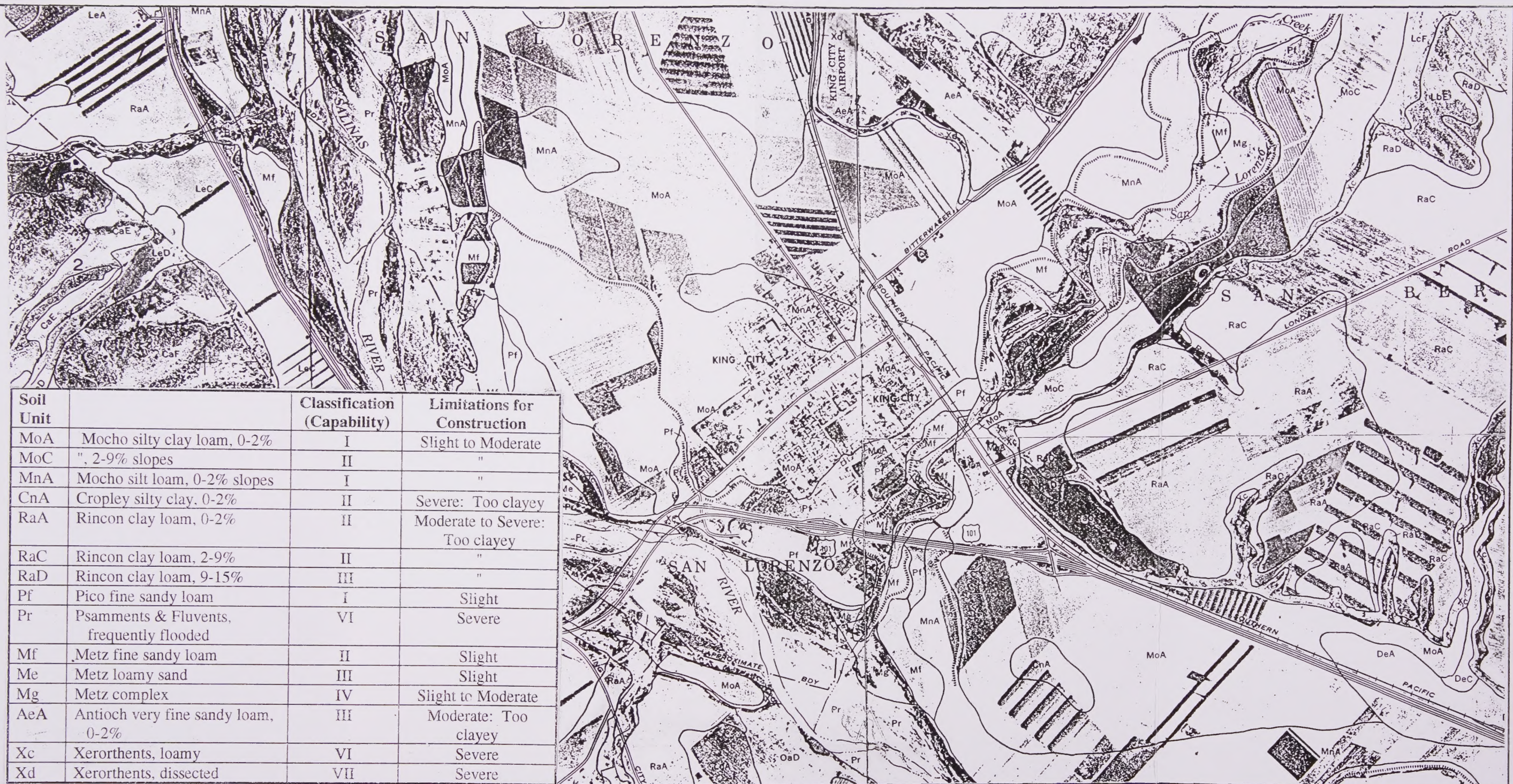
King City General Plan
CONSERVATION,
OPEN SPACE, AND
SAFETY ELEMENTS

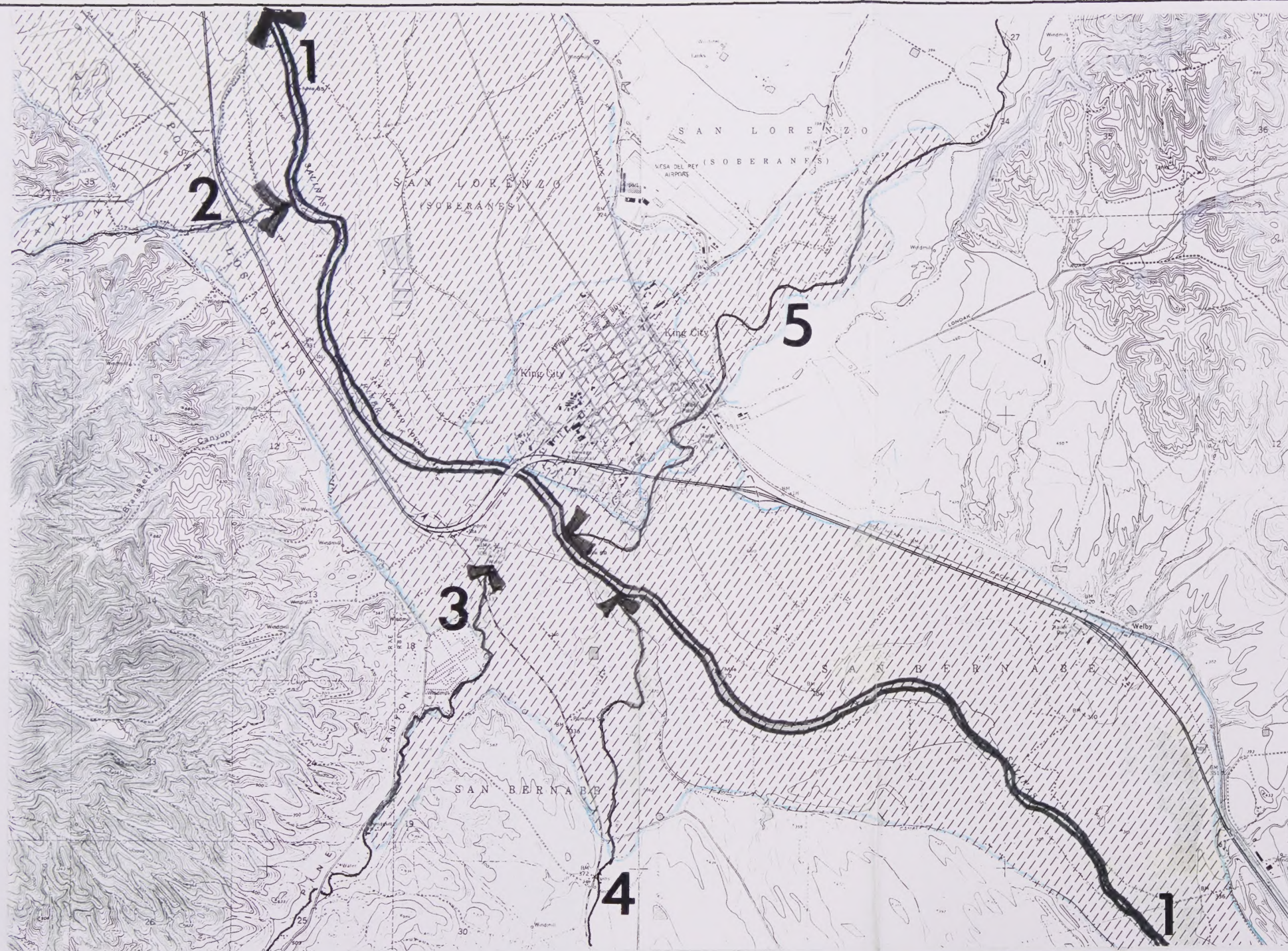
U.S.G.S. Topographic Map
Source: U.S. Geological Survey

Scale
1:24000

**Figure
COS-1**







**Approximate Boundary of
Groundwater Aquifer**

Major Stream Systems:

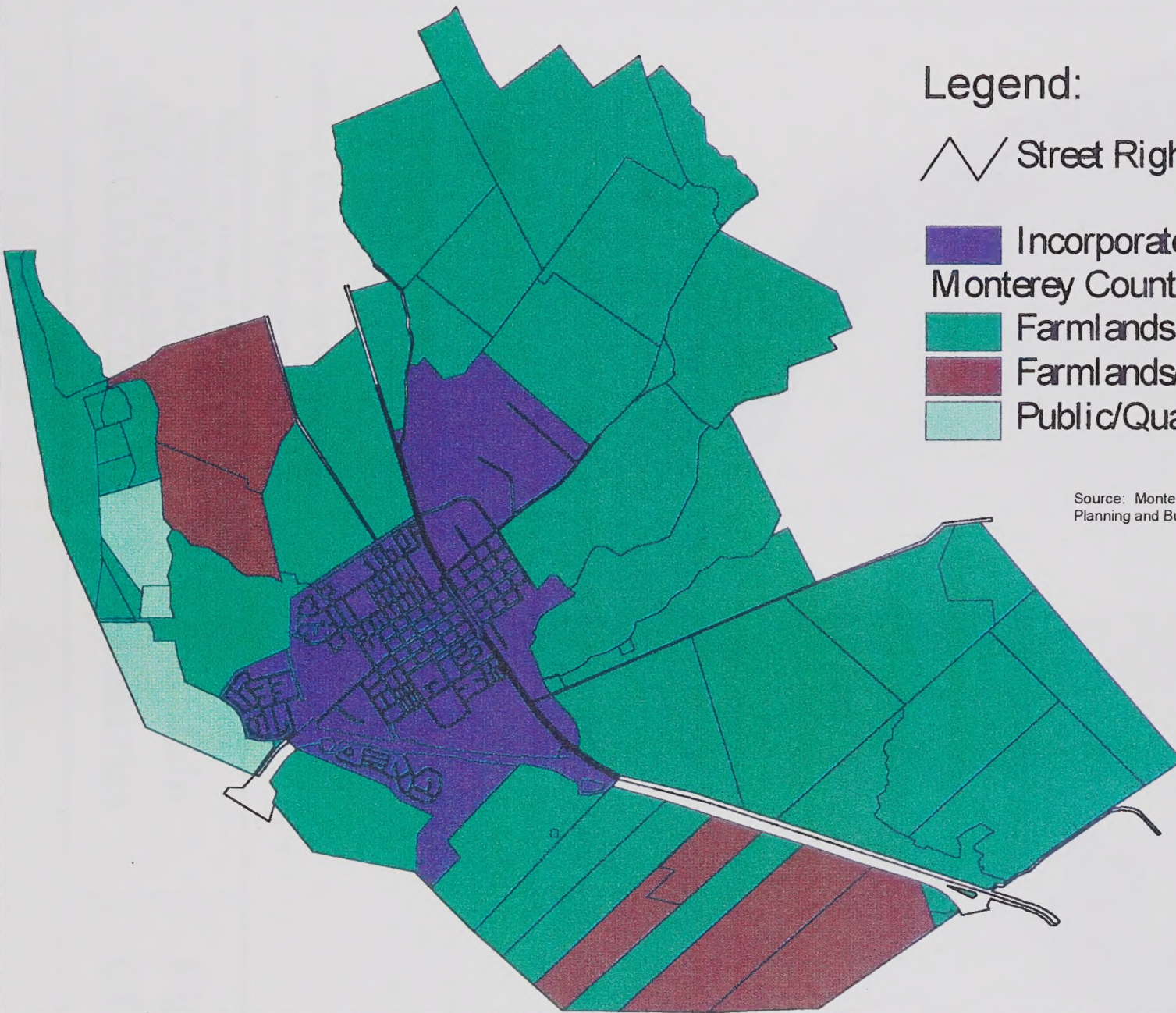
1	Salinas River
2	Thompson Canyon Creek
3	Pine Canyon Creek
4	Quinado Canyon Creek
5	San Lorenzo Creek

Legend:

Street Rights of Way

- Incorporated Area
- Monterey County Agricultural Zoning
 - Farmlands (40-ac. minimum)
 - Farmlands/Ag Preserve
 - Public/Quasi-Public

Source: Monterey County
Planning and Building Department



0 0.25 0.5 0.75 1 1.25 1.5 Miles



King City General Plan
Conservation, Safety, &
Open Space Plan



Perspective
Planning
Planning & Environmental Services

**Figure COS-4:
Monterey County
Agricultural Zoning**



Source: U.S. Dept. of Housing and
Urban Development

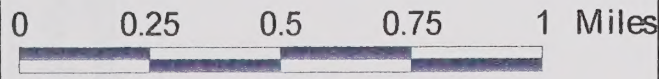
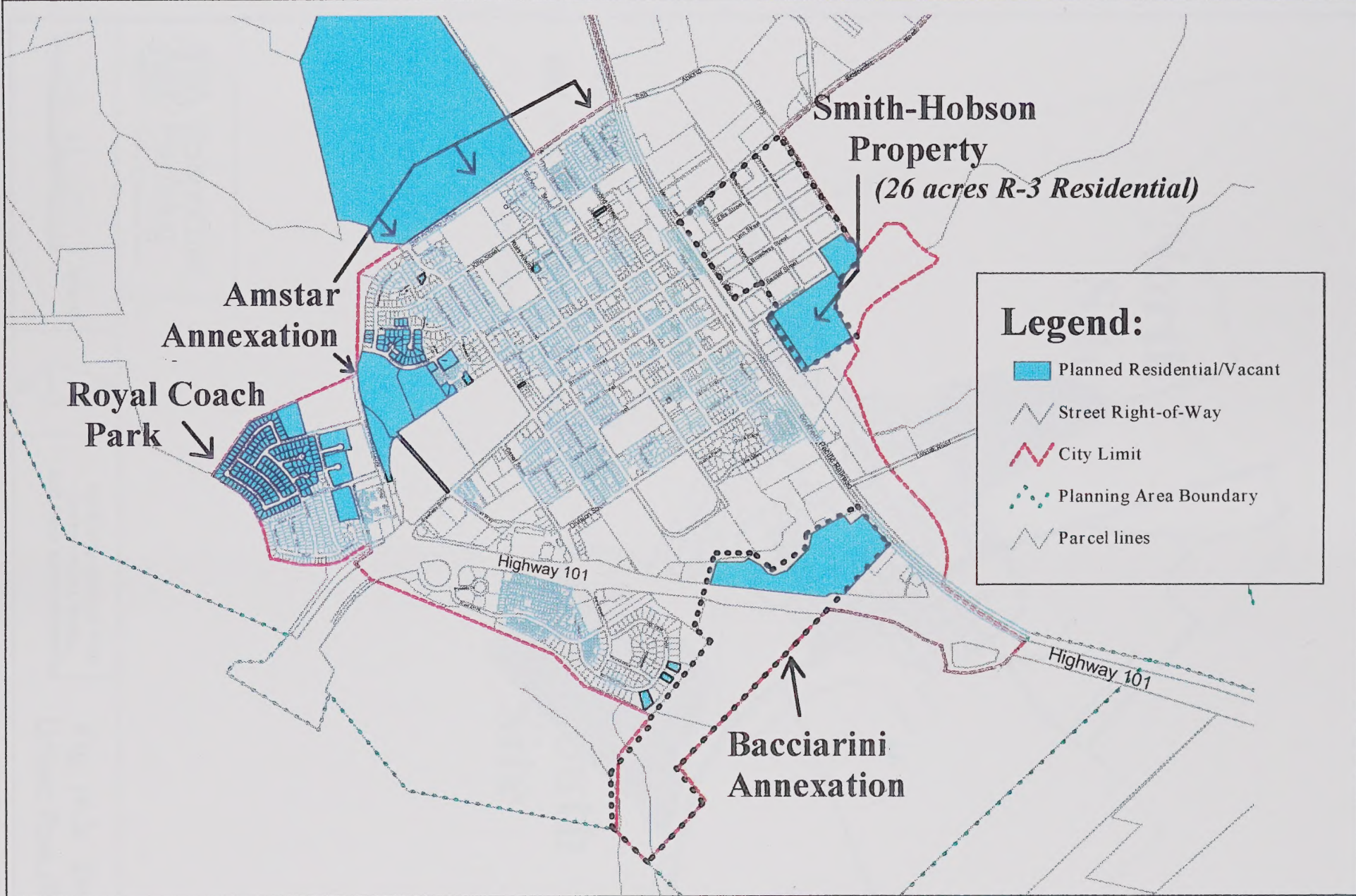
King City General Plan
CONSERVATION,
OPEN SPACE, AND
SAFETY ELEMENTS

Floodplain
Boundaries

Figure
COS-5

Figure COS-6





King City
Housing Element



**Figure H-2:
Available
Housing Sites**

**North
Site**

**South
Site**

Highway 101

Legend:

 Urban Reserve/Agriculture Sites

 Planning Area Boundary

 City Limits

 Street Rights-of-Way



0 0.25 0.5 0.75 1 Miles



King City General Plan
Conservation, Safety,
and Open Space Elements

**Fig. H-3: Designated
Urban Res./Agric.Sites**



0 0.5 1 1.5 2 Miles

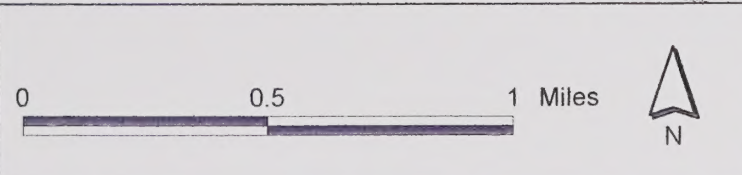
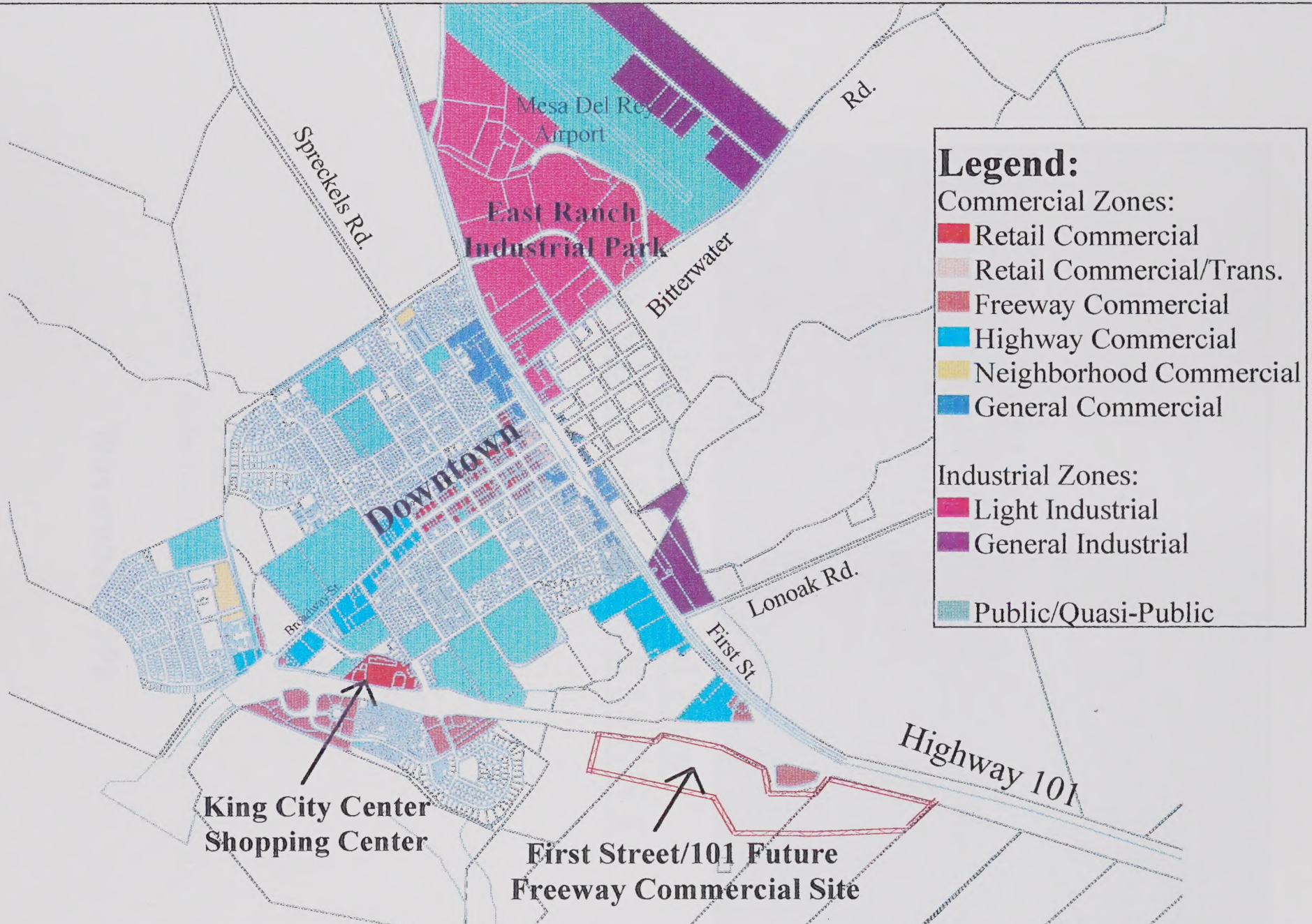


King City General Plan
Economic Development
Element

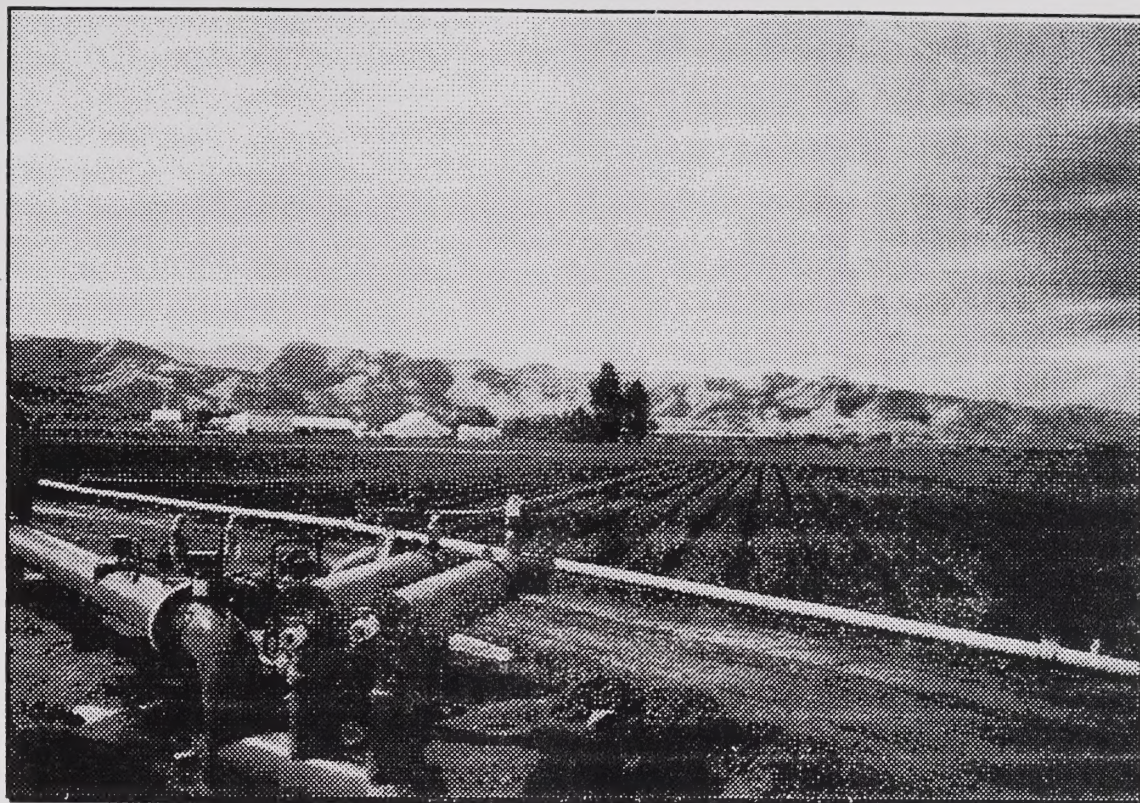


Perspective
Planning
Planning & Environmental Services

**Figure ED-1:
King City and
Surrounding Region**



**Figure ED-2:
King City
Economic Zones**



King City General Plan
LAND USE ELEMENT



Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
Land Use Element
November, 1998

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King City General Plan

Land Use Element

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I. FRAMEWORK FOR PLANNING

1. Introduction

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term general plan for the physical development of the city...", which is to be "an integrated, internally consistent and compatible statement of policies." The law requires that a general plan include seven "elements", each with specified content. The Land Use Element is one of these seven elements; the other six are the circulation, housing, open space, conservation, noise, and safety elements.*

The State has also adopted General Plan Guidelines that spell out the manner in which a general plan is to be prepared and adopted. Basic requirements are that a general plan must consist of diagrams and text which establish the community's long-range goals and objectives regarding physical development. Both the statutes and the guidelines give broad flexibility to each community as to how these elements are to be organized, however.

Taken as a whole, the seven elements of the general plan are to function as a sort of "constitution" for the community. A general plan sets forth the direction of future growth and development over a long-term time horizon, typically about 20 years. The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, and small-scale plans ("specific plans") be consistent with the general plan.

* Note: A draft of each of these 6 elements is also being prepared at this time. These elements will be considered separately from the Land Use Element, and will be consolidated with it to form a comprehensive, internally consistent general plan.

This Land Use Element is considered by many to be the most important element, because it establishes the overall density and land use type for the several districts of the community. The Land Use Element defines the character of each of the city's residential, commercial, and industrial neighborhoods, and proposes the direction of future expansion of the City's boundaries. In a sense, the Land Use Element provides the physical "vision" of the community.

Good planning and a sound vision is a prerequisite for orderly development. In today's competitive world, a prosperous economy is possible only when a community is well planned. Economic progress only occurs when private entrepreneurs have confidence in City governance. A solid community planning process, with full participation by all those affected, is one of the best ways to obtain that confidence.

King City is a member of the County's "City-Centered Growth Task Force." This General Plan Update is consistent with the principles and objectives of that Task Force."

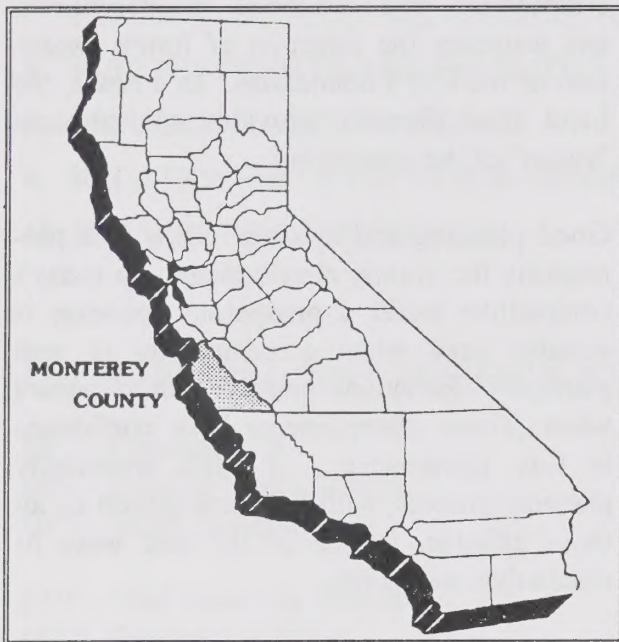
This document is organized into two sections: This first section, the "Framework for Planning", providing background information needed to prepare the actual general plan proposals. It contains basic data about the community with respect to its population, economic base, neighborhoods, traffic patterns, environmental resources, and other physical characteristics. The second section is where the City sets forth its goals, objectives, policies, and programs -- specific actions by which the City intends to accomplish its vision of its future.

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1.1 Regional Setting

King City is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County, in turn, lies in the Central Coast of California, just south of the rapidly-growing nine-county San Francisco Bay Area.



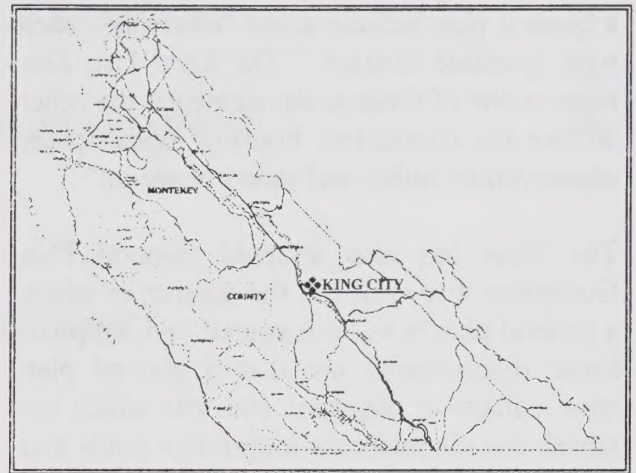
Monterey County in relation to California

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, mostly privately owned with the singular exception of Pinnacles National

Monument. These mountains are primarily rolling, grass-covered foothills interspersed with chaparral and occasional vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provides the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in King City.



King City lies in the southern part of Monterey County

1.2 Historical Development

King City has benefited from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through King City rather than leave the route on the west side of the

Salinas River. This key decision assured that the community would survive economically. In recent years, visitor-serving and highway-related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding King City, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. One area where residential use has been permitted in the unincorporated area is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

1.3 Planning Area Definition

This Land Use Element addresses a Planning Area of 6,133 acres, which includes an area larger than the city limits. (See Figure GP1 in Section One). There are approximately 1,812 acres within the City's municipal boundary, which lies wholly inside of the Planning Area. As noted in Figure GP1, this general plan was developed using a data base of properties that included some parcels even outside of the Planning Area; the net area of all properties within the data base is 11,486 acres.

The Planning Area is restricted to areas east of the Salinas River. It does not take in areas that Monterey County has allowed to develop at suburban densities to the west of the river along Pine Canyon Road.

Beginning at the Highway 101 bridge over the Salinas River and continuing clockwise, the

Planning Area takes in city-owned land to the north along the river which comprises the wastewater treatment plant and disposal areas. Going to the northeast toward the airport, the Planning Area takes in areas that had been designated in the previous Land Use Element as "Residential Reserve".

At the intersection of Metz Road and Airport Drive, the Planning Area extends to the northeast to take in a small amount of privately-owned land adjoining and north of the airport. Most of this property is currently located within the City limits.

South of Bitterwater Road, the Planning Area encompasses property that is primarily used for agriculture on both sides of San Lorenzo Creek. At Lonoak Road, the Planning Area cuts to the south to reach the intersection of First Street and Highway 101, generally along the alignment of the proposed First Street Bypass.

From that intersection, the Planning Area boundary takes in agricultural land within Monterey County's unincorporated area, and extends southwesterly to the Salinas River. At the river, the boundary follows the eastern edge of the river back to the Highway 101 bridge over the Salinas River.

It is important to note that the Planning Area boundary generally takes in land that is deemed to be related to, and impacted by, the planning within the City limits and "Sphere of Influence" of the City of King. The boundaries do not necessarily imply or suggest that the City considers the properties within them to be subject to annexation nor development.

Policies and action programs in Section II of this plan will address these issues of growth and boundary expansion. The most important task for this Land Use Element is to establish

King City General Plan Land Use Element

November, 1998

the appropriate direction of the city's development, and to select the best strategy for achieving this vision.

1.4 Previous Adopted Land Use Elements

The first general plan Land Use Element for the City of King was adopted in 1973, along with the Circulation, Conservation, Open Space, and Scenic Highways Elements. Two years later, the Safety, Noise, and Seismic Safety Elements were adopted. The Housing Element was first adopted in 1985, then updated in January, 1992.

Comprehensive updates to the Land Use Element and Circulation Element were adopted in 1988. (See Figure LU-1 in Section One, 1988 Land Use Element). Because much of the land area allocated for development by that Land Use Element has since been developed, and because King City continues to grow, a new update of the Land Use Element has become necessary.

Figure LU-2 in Section One shows the Existing Land Use for King City. This map provides a framework for the discussion of social and economic conditions, which follows on page 5.

1.5 Public Participation

Copies of the draft Land Use Element were available for public review at city hall and at the library prior to each public hearing held in order to review the draft Land Use Element. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the Land Use Element, public comments were received at two planning commission hearings and one city council hearing. The dates of the public hearings are listed below:

- King City Planning Commission: June 17, July 1, August 3, September 2, September 16, October 7, and October 21, 1997;
- King City Council: September 23 and October 28, 1997.

In addition, copies of the draft Land Use Element were distributed to local representatives of several community organizations for their review and comment.

2. Social and Economic Conditions

As it grows, the characteristics of King City's population are changing. These changes reflect trends that are occurring within Monterey County as a whole, and within the State of California.

This section of the Land Use Element presents current population trends and projections, employment base, housing and neighborhood changes, and basic transportation data. Most of the data presented below is from the 1990 U.S. Census, but other more recent data is provided where applicable.



2.1 Population Trends and Projections

King City's growth in recent years has been steady, and in some years very strong. Between January 1, 1994 and 1995, the State Department of Finance estimated that over 600 residents were added to the City's population, a growth rate of 6.7% over that year. In the two-year period of 1995 and 1997, however, the city only added a total of 276 residents, an annual growth rate of 1.3%.

Historically, the community's growth rate has averaged about 3.9% per year over the previous two decades, as seen in Table 1 below.

Table 1: King City Population Growth, 1970 - 1995

Year	Population	% Annual Change
1970	3,717	N.A.
1980	5,495	3.99%
1985	6,810	4.38%
1990	7,739	2.59%
1995	9,697	4.61%
1997	9,973	1.32%
% Total Change, 1970-95=		161.00%
% Ave. Annual Change, 1970-95=		3.91%

Source: U.S. Census and State Dept. of Finance

As seen above, King City's growth has varied from about 2-1/2% over the late 80's, to its highest annual rate of almost 5% during the first half of the 90's.

Monterey County as a whole has gained population at a less rapid rate. The following table presents comparable figures for Monterey County's growth over the period of 1980 - 1995:

Table 2: Monterey County Population Growth, 1980 - 1995

Year	Population	% Annual Change
1980	290,444	N.A.
1990	360,241	2.18%
1995	370,996	0.59%

Source: U.S. Census, State Department of Finance

As seen above, Monterey County's growth rate declined from a rate of about 2.18%

King City General Plan Land Use Element

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during the 1980's to less than 1% for the first half of the 90's. For the full 15-year period, the average rate is 1.65%, less than half the growth rate for King City.

Future populations for all of the cities in the region were forecast in a 1994 study by the regional planning agency for Monterey and

Santa Cruz Counties, Association of Monterey Bay Area Governments, (AMBAG). That study estimated that population for King City would follow a much smaller rate of annual growth. Although the AMBAG projections are not used for this general plan, they are shown for reference purposes in Table 3 below:

Table 3: AMBAG Population Forecasts,
Monterey County and City of King

Jurisdiction	1995 (est.)	2000	2005	2010	2015
<u>City of King:</u>	9,450	10,190	10,730	11,140	11,840
Ave. Ann. % Growth Rate	N/A	1.52%	1.04%	0.75%	1.23%
<u>Monterey Co.:</u>	361,448	394,171	440,295	478,623	519,969
Ave. Annual. % Growth Rate	N/A	1.75	2.24%	1.68%	1.67%

Source: Association of Monterey Bay Area Governments, 1994 Regional Population and Economic Forecast. Note that 1995 population estimates from that year have already been exceeded.

The 1994 AMBAG forecasts shown in Table 3 would appear to be in denial of historical growth trends for the last 15 years, which showed King City's growth generally to exceed that of the County as a whole. AMBAG would place King City's growth at substantially less than that of the County.

In place of the AMBAG forecasts, this general plan will be based upon two sets of forecasts of King City's population growth, an internal forecast as well as a more recent regional forecast of King City's population growth prepared by the Monterey Bay Air Pollution Control District. These forecasts

are both shown in Table 4 below. The internal forecast maintains the same average annual growth rate as over the past 25 years, i.e. 3.9%. The APCD forecast varies slightly from period to period, but overall the results are almost identical. In both forecasts, King City grows much faster than the County as a whole. It will not grow as fast, however, as the 4.6% annual growth rate during the first five years of the 90's. Over that recent period, growth has been spurred by unusual conditions that should not be anticipated to continue indefinitely. Still, a growth rate of close to 4% would be considered quite high by most communities.

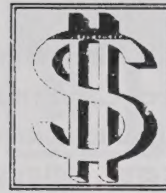
Table 4: Projected King City
Population Growth, 1995 - 2015

Year	Internal Forecast	APCD Forecast
1995	9,697*	9,697*
2000	11,740	11,600
2005	14,215	13,861
2010	17,215	17,324
2015	20,842	20,634
2020	25,236	25,389

* Estimated by California Dept. of Finance
Source: Internal forecast by Perspective
Planning, based on 3.9% annual growth.

The above forecast shows that the City's population would be expected to double in less than 20 years. It is considered to be more realistic, however, than the AMBAG projections, which forecast that the City would not reach the level of 11,000 persons until the year 2015. In the alternative population projection shown in Table 4, this level would be reached by the year 2000. It is likely that the City has already exceeded 10,000 in total population.

The Housing Element will provide greater detail about population characteristics including family size, age, ethnicity, and other factors.



2.2 Employment and Economic Base

The economic base of King City is concentrated on agriculture and agriculture-related services, primarily food processing and packaging. Over the last fifteen years, substantial growth has occurred in this sector. Currently, the City is home to several food processing plants, including Basic Vegetable Products, Cal Compac, Rio Farms, Meyer Tomatoes, and Pacific Valley Harvesting.

In addition, a co-generation power plant related to the city's major food processing plant (Basic Vegetable) has stimulated even more employment since its completion in 1990. These facilities are situated near the intersection of Metz Road and Airport Drive in the north of the City, and are highly visible from a distance of over two miles along Highway 101.

There have been substantial changes in the composition of the economic base for Monterey County and for King City since the 1990 Census. The Defense Department has closed Fort Ord and substantially reduced the workforce at Fort Hunter-Liggett, both of which lie within commuting distance of King City. Thus, government employment (especially military personnel) is significantly lower than the figure represented in the 1990 data.

King City General Plan Land Use Element

Environmental Review Draft -- November, 1998

Unemployment in Monterey County has been running higher than for the State of California as a whole in recent years. The unemployment rate in the Salinas/Monterey county Metropolitan Statistical Area was an estimated 8.3 percent during October 1995. Seasonal factors dominate the local job market. With the end of the tourist and food processing season in late fall, job reductions typically occur in most industry groups. Unemployment in the mid-winter months is usually close to 20%.

Monterey County's employment base is changing in many ways. With the redevelopment of Fort Ord as the newest campus of the California State University system, it is expected that several thousand jobs will be created at the new campus over the next five-ten years. The higher education sector typically provides higher average earnings than the military. The "multiplier effect" from CSUMB is thus expected to generate several thousand additional jobs in construction and in services related to the university. The key limiting factor to this sector is the rate at which enrollment is allowed to grow at the new CSU Monterey Bay.

Several of the County's industries have added jobs over the past twelve months: public education, construction, retail trade, non-durable wholesale trade, hotels and other lodging, and health-care services. The State and national economies are currently in a slow but steady recovery, leading to hopes that Monterey County will also reduce its chronically high seasonal unemployment rate.

King City is also making a strategic shift in its economic development plans for the future. The city intends to invest substantial sums in roads, bridges, and other infrastructure to improve access and services to its primary

industrial area near the Airport, the East Ranch and Silva Ranch projects. With this investment, the City intends to diversify its economic base by attracting more permanent and stable industries. By this means, the City plans to alleviate high rates of seasonal unemployment.

Agriculture and food processing will likely remain, however, as the economic lifeblood of King City and surrounding communities in southern Monterey County. Several policies and programs of this Land Use Element are designed to encourage new industries that will meet the community's high standards to locate within King City. These include such sectors as warehousing and distribution, "footloose" manufacturing, export-oriented firms, emerging technologies, and business services.



2.3 Commercial Uses

King City has historically served as the retailing and service center for all of Southern Monterey County. Its strategic location along Highway 101 assures that this role will continue.

It is also clear, however, that traffic patterns that dictate retail property values have shifted within the community over the last 25-30 years. In the past, the central core of the community formerly was located at the upper, eastern end of Broadway Street. It now appears that more retail transactions take place at the lower, western end of this street. As developers create more retail centers on several large, vacant parcels near Highway 101

along Franciscan Way, this trend will accelerate.

Upper Broadway Street will probably continue as the more desirable location for specialty retailing, financial and insurance offices, and entertainment. Lower Broadway Street will probably expand in general retailing, freeway- and visitor-oriented development, and medical offices and facilities related to Mee Memorial Hospital near the corner or of Broadway Street and Canal Street.

Auto-oriented and service commercial development is found throughout many of the retail zones of the city, but particularly along First and Second Streets and in industrial areas east of the railroad tracks. Trucking facilities are located in proximity to the railroad and along Airport Drive and Bitterwater Road.

Policies and programs are provided in this plan that will guide and direct commercial growth in the future in a manner that respects the existing pattern of retail activity. A primary goal of these policies is to retain the city's role as the retail hub of the South County.



2.4 Housing and Neighborhood Composition

As in most small towns in a rural setting, King City is mostly single-family in character. King City is also relatively compact with respect to its overall densities, with over 2000 housing units per square mile (considering only the developed part of the city, and excluding much vacant acreage involved in the airport area or Smith-Hobson property to the north of First Street or Bitterwater Road). This figure compares to about 2,400 dwellings per square mile for the other three communities in South Monterey County (Soledad, Gonzales and Greenfield).

The City's housing stock is much more diversified than neighboring communities in southern Monterey County. Chart 1 on the following page compares King City's 1995 housing stock with that of three other South County communities, and with Monterey County as a whole. Note that King City's percentage of single-family housing is much closer to that of the County as a whole, but is much smaller than that of Greenfield, Soledad, or Gonzales.

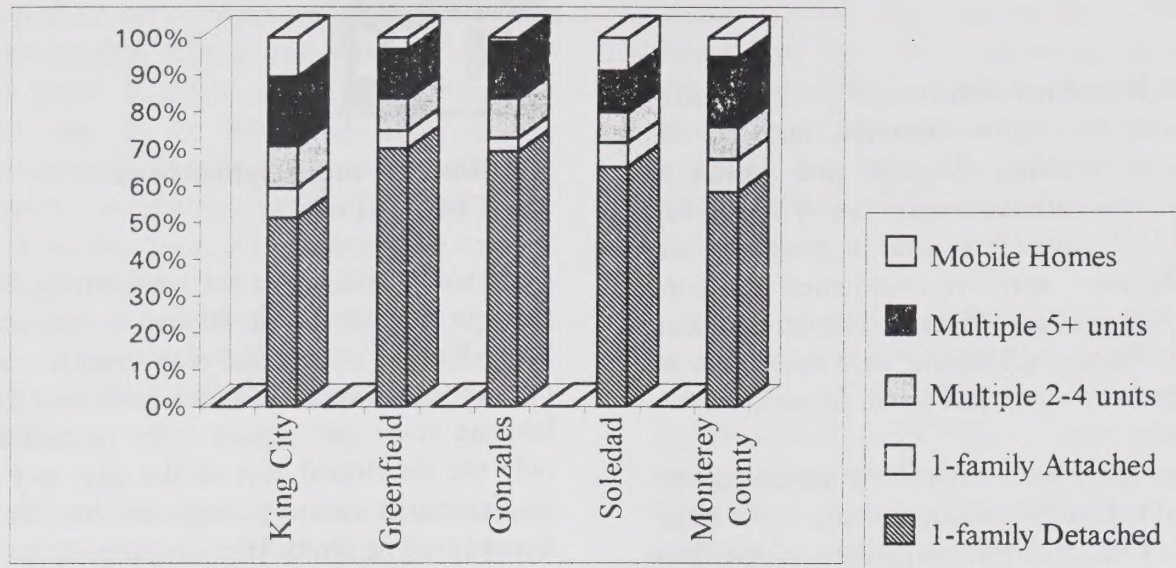


Chart 1: Composition of King City Housing Stock versus Neighboring Communities

Source: State Department of Finance, 1995 Population and Housing Estimate

Adapted by Perspective Planning

The City's residential areas fall generally into five "neighborhoods":

- The "Old Town" area surrounding Broadway Street is very mixed with several multiple units on small lots. This area was subdivided during the early part of the century, for the most part, with a gridded street system and rectangular blocks and lots. Numerous mature shade trees form the character of this neighborhood, although it is diminished in some blocks by the mix of densities. Two mobilehome parks are located within this neighborhood.
- The Amstar Annexation area to the northwest of the community is a newly-developing neighborhood, again with a mix of densities and ownership types. Single-family units dominate in the area at the northern end of Mildred Avenue. This neighborhood includes several vacant parcels that have

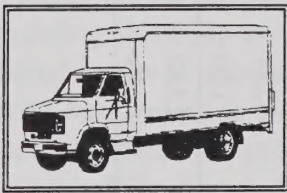
previously been zoned for moderate-density and high-density residential development, but recent proposals to develop at these densities have been controversial.

- The Royal Coach Park neighborhood south of San Antonio is also a newly-developing neighborhood with smaller lots in the R-1 portion and some areas of higher-density PD and R-3 zoning.
- The Forden neighborhood south of Highway 101 is also a newly-developed neighborhood. Approached via either of two underpasses under the freeway, this neighborhood has a distinct boundary but its character is dominated by the freeway commercial development along the intersections. A mix of housing types is also provided in this neighborhood, including a large mobilehome park.

- The First Street area in the eastern part of the City, which is characterized by a large Housing Authority project northeast of First Street. In addition, there is a large complex of apartments on First Street southeast of San Lorenzo Creek, occupied primarily by farm laborers and their families.

The City's housing stock will be discussed in more detail in the Housing Element. Within the Land Use Element, there are several policies designed to accommodate a diverse array of housing types consistent with the community's goals and policies for urban growth.

One other nearby residential neighborhood deserves note here: Pine Canyon. This enclave of a few hundred single-family homes lies directly southwest of King City, across the Salinas River. It is only accessible by the U.S. 101 bridge, and this unincorporated community relies on its own fire protection, water, and wastewater systems. Residents of Pine Canyon have rejected several previous attempts to be annexed into King City, although this community continues to be a part of the city's "Sphere of Influence" according to the County Local Agency Formation Commission.



2.5 Transportation

The economic base of King City lies in its strategic position to serve as a transportation hub for both rail and trucking of the agricultural products of the southern Salinas Valley. The City has grown generally along the for-

mer route of Highway 101, Front Street and the main commercial street, Broadway Street. See Figure GP2 in Section One, King City Street System.

With the existing alignment of the freeway, however, the transportation grid of King City has shifted toward the south. Unfortunately, most of King City's vacant industrial lands are located in the northern reaches of the City -- particularly the East Ranch area close to the Airport along Metz Road and Bitterwater Road. Linking this industrial land with Highway 101 is a major challenge for the City, since it is anticipated that most agricultural and industrial products will continue to be shipped by truck rather than by rail or air. Improvements to the accessibility of the City's industrial area are a key part of this general plan.

Additional discussion of the King City street and transportation system will be provided in the Circulation Element, also a part of this General Plan.

To summarize the existing land use pattern of King City, it may be characterized as relatively compact and concentric in form. There are a few areas of vacant, developable acreage property, primarily in the perimeter of the city, in various land use categories.

Table 5 on the following page provides a breakdown of the acreage in each of the various categories of the existing land uses within the Planning Area.

The next section will present various environmental factors important to the land use element and the general plan.

King City General Plan Land Use Element

November, 1998

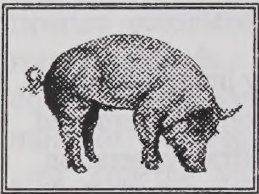
Table 5: Existing Land Use Acreage, King City (1995)

<i>Land Use Category</i>	<u><i>CITY LIMITS</i></u>				<u><i>PLANNING AREA</i></u>			
	<i>Number Parcels</i>	<i>Total Area (s.f.)</i>	<i>Total Area (acres)</i>	<i>% of Total</i>	<i>Number Parcels</i>	<i>Total Area (s.f.)</i>	<i>Total Area (acres)</i>	<i>% of Total</i>
Agriculture	36	14,311,624.4	328.5	22.7%	49	129,986,139.9	2,984.1	53.1%
Freeway Commercial	22	823,657.2	18.9	1.3%	22	823,657.2	18.9	0.3%
General Commercial	33	1,502,094.3	34.5	2.4%	33	1,502,094.3	34.5	0.6%
Highway Commercial	23	917,108.5	21.1	1.5%	23	917,108.5	21.1	0.4%
High Density Residential	62	1,299,373.7	29.8	2.1%	62	1,299,373.7	29.8	0.5%
Industrial	40	5,663,784.0	130.0	9.0%	40	5,663,784.0	130.0	2.3%
Low Density Residential	1274	9,296,096.2	213.4	14.7%	1274	9,296,096.2	213.4	3.8%
Medium Density Residential	124	760,716.1	17.5	1.2%	124	760,716.1	17.5	0.3%
Medium High Density Residential	182	1,419,328.5	32.6	2.2%	183	1,635,102.9	37.5	0.7%
Open Space	16	3,573,197.5	82.0	5.7%	20	25,008,617.5	574.1	10.2%
Public-Quasi Public	42	12,502,264.0	287.0	19.8%	52	34,603,828.3	794.4	14.1%
Retail Commercial	96	1,135,091.5	26.1	1.8%	96	1,135,091.5	26.1	0.5%
RC-Transitional	9	113,897.9	2.6	0.2%	9	113,897.9	2.6	0.0%
Vacant	261	9,200,053.9	211.2	14.6%	261	9,200,053.9	211.2	3.8%
Unclassified	116	580,519.8	13.3	0.9%	118	22,681,541.8	520.7	9.3%
<i>Totals:</i>	<i>2336</i>	<i>63,098,807.5</i>	<i>1,448.5</i>	<i>100.0%</i>	<i>2366</i>	<i>244,627,103.6</i>	<i>5,615.9</i>	<i>100.0%</i>
	<i>parcels</i>	<i>s.f.</i>	<i>acres</i>		<i>parcels</i>	<i>s.f.</i>	<i>acres</i>	

3. Environmental Setting

The natural resources and character of King City's physical setting are the primary reason that the community has been growing more rapidly than other cities within Monterey County.

This section of the Land Use Element will discuss some of these resources, including agriculture, historic and cultural sites, areas of potentially hazardous conditions, and biological resources within and near the community. Some of these features are shown on Figure GP-3 in Section One, Major King City Landmarks.



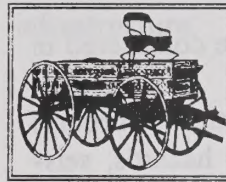
3.1 Agriculture

King City is situated in the upper half of one of the nation's richest agricultural areas, the Salinas Valley. Here, the soil, climate, and abundant groundwater supplies are ideal for row crop production.

Farmers in the valley and ranchers in the surrounding foothills are very experienced and skilled in the production of a wide variety of crops and livestock products. These include lettuce, broccoli, grapes, cattle, tomatoes, onions, garlic, barley, beans, alfalfa hay, sugar beets, spinach, corn, parsley, carrots, chili peppers, asparagus, and kohlrabi.

These agricultural pursuits are essential to the area's economic well-being, providing jobs and income to a large percentage of the city's labor force.

Protection of prime farmland in the Salinas Valley is a critical issue to be resolved within this general plan. The Land Use Element provides a framework for several policies that will address farmlands. Additional policies and programs may be found in the Conservation, Open Space, and Safety Elements, which are also a part of this general plan.



3.2 Historical and Cultural Sites

As with its economy, the history of King City is largely bound to its role as an agricultural center for the southern Salinas Valley. Today, this heritage is best represented in the Monterey County Agricultural and Rural Life Museum in San Lorenzo Regional Park.

Here, the city's agricultural roots are revealed in a working blacksmith shop, the restored Spreckels farm house (1897), and the one-room La Gloria schoolhouse (1887). The 1886 Southern Pacific King City Train Depot was also relocated to this park. The Depot Baggage Room is used now as a conference and meeting room.

Within the developed area of the city, there are a few outstanding examples of early 20th Century commercial architecture along Broadway Street. City Hall itself, while not a masterpiece, is a contribution of Depression-era masonry and was financed (along with many public buildings in this era) by the Federal Works Progress Administration (WPA). Its pleasant, one-story aspect is situated

within a wide expanse of lawn area that features several statues and memorials.



3.3 Hazards and Development Constraints

Some of the issues that must be considered in siting new development are: Floodplains; noise exposure from such facilities as airports or railroads; areas of high fire hazards; seismic hazards; or areas subject to soil or geologic failure.

Compared to most other communities, King City is situated in a relatively safe area with few hazards or constraints to urban development.

In King City, the floodplain of San Lorenzo Creek and the Salinas River are the areas subject to the most significant hazard. The City and the County have regulated development within these floodplain areas for many years so as to prevent unsafe occupancy of the floodplain by residents or businesses. Accordingly, there are very few buildings or homes within the floodplain today that would be endangered by a 100-year flood. Policies are provided in this Land Use Element that would continue these regulations in the future. In addition, the issue of flood hazard will be addressed in more detail in the Safety Element.

Noise exposure is another critical consideration in land use planning. The primary noise sources within King City are U.S. 101 and the railroad. Light airport traffic at the King City

Airport also occasionally creates noise for surrounding uses. Industrial uses near the railroad and along First Street also create seasonal noise patterns that could be a disturbance to a few surrounding residences during the peak of the harvest.

King City has a noise ordinance and has regulated land uses in relation to known noise exposure for many years. For the most part, there have been very few complaints except for outdoor amplified sound events at the Salinas Valley Fairgrounds. This land use element calls for continuation of noise regulations and policies so as to avoid future noise problems from incompatible land uses. Noise issues will be discussed in more detail in the Noise Element.

Wildland fire hazard is of very limited concern for King City, given its location well removed from dense forests or chaparral vegetation. Industrial and commercial areas--particularly areas where new growth is likely to occur--are well-removed from residential areas. This separation of land uses is desirable with respect to control of urban fires. The issue of fire hazard, prevention, and mitigation is addressed in more detail in the Safety Element.

There are no areas known to be subject to seismic hazard or to soils or geologic failure within King City. Liquefaction is a condition that may occur when areas of saturated soils are subject to seismic events, and can result in major damages to structural foundations. None of the soil types within King City are known to be subject to liquefaction, with the exception of riverine soils along the Salinas River or in the primary floodplain of San Lorenzo Creek. These issues will also be addressed in the Safety Element.



3.4 Biological Resources

Prior to its development as an urban area, the natural habitat of the King City area was predominately a grassland and oak savannah. Most of this original habitat has been replaced by urban or agricultural uses.

The King City planning area is bisected by San Lorenzo Creek, and bordered on the south and west by the Salinas River. Together, these two areas harbor a natural riparian ecosystem with seasonal and year-round wetlands. The City's Municipal golf course along San Lorenzo Creek manages most of the vegetation within the playing area, and the Monterey County Water Resources Agency maintains the floodway of the creek -- still in a relatively natural condition. At the confluence of San Lorenzo Creek and the Salinas River, native willows and other riparian vegetation are generally undisturbed by the nearby urban development, recreational uses, and cropland practices.

Along San Lorenzo Regional Park, the floodplain of the Salinas River is well preserved. The park receives high visitor use, particularly in the spring and fall, but few of these visitors venture onto the nearby levee to view the river; access is limited to a stream-side nature trail.

King City also serves as the gateway to the Los Padres National Forest in the Santa Lucia Range to the west, and to Pinnacles National Monument in the Gabilan Range to the east. These two areas provide substantial areas of mountain habitat and are quite popular for

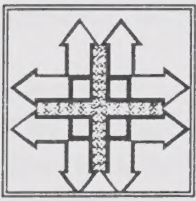
outdoor recreation such as hunting, fishing, hiking, and bird-watching.

This Land Use Element contains policies designed to protect and preserve the natural biological resources in and near King City. Additional detail is provided about these resources in the Conservation and Open Space Elements within this general plan.

The next section presents the conditions and status of the community's public services and infrastructure.

4. Public Services

One of the most important factors to consider in land use planning is the community's "infrastructure" -- the services of local government now available and those that are planned for the future. King City has a sound municipal government that has maintained a positive cash flow and stable fiscal structure even over the lean years of the early 1990's. This section describes the services provided by the City and other units of government. Additional data is provided in the Environmental Impact Report as to how population growth from this general plan would impact the City's services.



4.1 Local Government Administration

King City was incorporated in 1911 as a general law city, with a council/manager form of government. The city's administrative staff consists of the city manager, finance director, building and planning official, public works director, recreation director, economic development director, and related clerical and accounting personnel.

Most of the City's functions are situated in the City Hall building on South Vandenhurst Avenue. The Police Department and Fire Station are located nearby on Bassett Street between Russ and Vandenhurst Avenues. The City's corporation yard is located on Industrial Way. Recreational facilities and programs are coordinated by a small administrative staff at City Hall.

The City's administration also provides staff to the Redevelopment Agency, and the Council serves as the Agency's Board of Directors. City Hall has adequate space for both the existing and future staff levels, particularly after the City's library is relocated to its new building on Broadway Street, acquired by the City in 1995.



4.2 Police Protection

The City's Police Department provides primary public safety services within the city limits, and backup to the County Sheriff in nearby unincorporated areas. The City's police are headquartered in a relatively new, 10,200 s.f. facility which has capacity both for new and projected growth. Currently, the police force includes 16 sworn staff including the Police Chief, three sergeants, a corporal, and 11 patrolmen.

The County Sheriff serves the unincorporated area around King City from a headquarters facility located within the general County offices on Franciscan Way. Additional service is provided by the California Highway Patrol, with headquarters on Broadway Circle. The CHP provides law enforcement on all unincorporated roadways and State highways.

The City implements an impact mitigation ordinance (#490) that collects funding from new residential, commercial, and industrial development. Part of this funding is available for purchase of capital facilities required by

the police department in order to accommodate future population.



4.3 Fire Protection

The King City Fire Department is also situated in a relatively new building, centrally located to serve the entire community. The Department relies on three paid staff (including the Chief) and over 3 dozen volunteers to supplement its professional staff. It utilizes three pumper trucks, each with over 1,000 gallons capacity. Fire trucks are dispatched from the central "911" office.

The City is rated a "5" by the Insurance Services Office on a scale of 1 to 10. The Department has adequate facilities, equipment, and personnel to sustain this rating and to serve the community's future growth. As with the Police Department, ordinance #490 provides impact mitigation funding for the Department from new development. This funding is dedicated exclusively to the purchase of capital equipment and facilities.

Outside of the city limits, fire protection is provided by CSA #61, which contracts with the California Department of Forestry (CDF). Their station is located on Canal Street. The ISO rating for the unincorporated area is a "9".



4.4 Educational Facilities

King City is served by separate Elementary and High School Districts. The elementary schools serve both King City and outlying unincorporated areas including Pine Canyon. Two elementary schools are located across King Street from each other on the north side of the community: The newer school, Del Rey, serves 860 K-6 grade students with a year-round curriculum. The older Santa Lucia School serves 540 K-5 students with a 9-month calendar. San Lorenzo Middle School on Pearl Street, south of Broadway, serves over 900 students in grades 6-8. These schools' capacity and enrollment projections will be addressed in more detail in the Environmental Impact Report for this general plan.

The King City High School District serves most of the southern part of Monterey County. The high school currently accommodates almost 1,500 students in its campus on Broadway Street at Mildred Avenue. In 1994, District voters passed a \$17.4 million bond issue in order to build a new high school in Greenfield. This campus is now under construction. When it is completed and occupied, it is expected that only about half the total District enrollment (800 students) will continue at the King City campus. The District also operates a small continuation school (Los Padres High School) with 64 students.

Both districts assess school mitigation fees for new development under current provisions of State law. Additional data on the impact of additional development on school capacity is

provided in the Environmental Impact Report on this general plan.



4.5 Water Service

The King City water supply system is owned and operated by California Water Services Company, a public utility regulated by the State Public Utilities Commission. This system relies upon six wells that draw from the groundwater basin which recharged by the Salinas River.

The Cal Water system has a maximum production capacity of 3 million gallons per day; current daily usage is about 1.4 million gallons. A 250,000 gallon storage tank with a 2,000 gallon/minute pump provides ample water pressure throughout the city.

The City owns a well that irrigates the Municipal Golf Course, not connected to the Cal Water system.

The water system appears to be generally adequate for existing development, but a new well site is needed as additional development occurs in the future under this general plan. No significant deficiencies are known to exist with respect to water pressure, volume, or quality. Improvements to the system will be made on an incremental basis by Cal Water as needed.



4.6 Sewer Service

King City is served by a system of sewer lines throughout the community which provides collection, treatment and disposal of both domestic and industrial wastes. Separate systems are provided for domestic and most industrial uses. The King City Wastewater Treatment Facility is situated northwest of the city, downstream along the Salinas River.

The domestic wastewater treatment and disposal facility has a capacity of approximately 1.2 million gallons/day (mgd) domestic flow. The existing domestic flows into the headworks facility are approximately 0.8 mgd. Industrial flows from the Basic Foods plant are handled separately; currently the flow capacity is about 2.4 mgd. The Environmental Impact Report for this general plan provides additional data on the wastewater system capacity and flow projections.



4.7 Storm Drainage

Storm drainage facilities have been developed within the City in order to minimize flooding. The City's Master Drainage Plan provides a framework for both existing development and future growth areas.

Flooding problems that previously existed in the northeast, along Metz Road and First Street have been alleviated in recent years,

with development of street and drainage improvements using the City's redevelopment funds.

During the floods of early 1995, severe flood damage was inflicted upon the City's Municipal Golf Course by storm waters that exceeded the San Lorenzo Creek floodway. Flooding in the area of San Lorenzo Regional Park, near the newly-developed Royal Coach Park community, was held in check by emergency crews. For the most part, structural flood damages from this severe 100-year storm were minimal.

The City's impact mitigation ordinance #490 collects funding from all development for purposes of infrastructure improvements. The issue of storm drainage impacts and mitigation is addressed in more detail in the Environmental Impact Report for this general plan.



4.8 Public Library

The King City public library is part of the Monterey County Free Library system. The Library recently moved to a new renovated location on the corner of Broadway and Vandenhurst in 1997. The renovation costs for the expanded facility are being covered by through a \$200,000 grant and a community fundraising campaign.

The library currently houses about 10,000 volumes and is fully computerized. The County library system includes over 400,000 volumes, accessible to King City borrowers.

Impact mitigation fees from the City's Ordinance #490 are available for the library. Additional data on impacts of new growth under this general plan are provided in the Environmental Impact Report.



4.9 Parks and Recreation

The City currently maintains about 15 acres of park land, not including an undeveloped 10-acre park site along San Antonio Road. Most of the City's developed parkland is concentrated in the Municipal Park on Division Street. This facility includes a swimming pool/water slide complex; picnic and barbecue facilities; lighted tennis courts; playgrounds, racquetball center; recreation and meeting room (including child care area); a softball/soccer field and a baseball field. The swim complex includes two full-sized pools, a diving tank and a wading pool. The 150-foot water slide is the only one of its kind within a 100-mile radius.

The undeveloped park on San Antonio Road was dedicated to the City as part of the Amstar annexation in the late 1980's. When developed, it is expected to include two ball fields, a soccer field, playground, a concession stand, and parking facilities. A smaller neighborhood park and playground is located in the Forden neighborhood.

The City's nine-hole municipal golf course is popular and heavily used.

The community also benefits from the County's Salinas Valley Fairgrounds on Divi-

sion Street, near the golf course. In addition, the County's San Lorenzo Regional Park, lies just southwest of the City limits, with 200 acres. That park accommodates the Agricultural and Rural Life Museum, with a working blacksmith shop, 19th Century schoolhouse and a historic farmhouse. The park also includes a gazebo, volleyball courts, soccer fields, softball areas, picnic and play areas, camping sites, and group facilities.

The City's recreation programs and facilities are open to non-residents for a fee. Currently, the facilities available to city appear to be adequate for the existing population. As additional growth occurs, new facilities will be needed in order to sustain current programs. Many of the existing facilities will also require renovation or modernization. Additional data are provided in the Environmental Impact Report.



4.10 Solid Waste Disposal Services

Solid waste from the King City community is collected by a private franchise company, King City Disposal Company, which hauls to the Jolon Road Sanitary Landfill site about five miles to the south and 1/2 mile west of Jolon Road. This 450-acre site is considered adequate for anticipated volumes of solid waste from King City and the surrounding area for many years into the future. It is operated in full compliance with applicable State and Federal requirements, and appears to have sufficient site area for capacity expansion where necessary.



4.11 Health and Medical Services

King City is the home of George Mee Memorial Hospital which includes both out-patient and acute care facilities, emergency room, and ambulance services. The hospital provides full service primary care, a skilled nursing facility, as well as several in-house and visiting specialists. Clinica de Salud del Valle de Salinas, also located in King City, provides family health care, dentistry, and other services with bilingual personnel.

These medical facilities, together with several private physicians and health professionals throughout the community, appear to provide adequate health and medical services to the community. The hospital will require, however, that the development of neighboring land uses be carefully managed to assure compatibility with the hospital.

The next section of the Land Use Element will set forth proposed **goals, objectives, policies, and programs** for the plan.

King City General Plan Land Use Element

November, 1998

II. LAND USE PLAN

This chapter of the Land Use Element, together with the proposed Land Use Element Map in Figure LU3 in Section One, establishes the "vision" for the future of King City. This section will set forth the goals, objectives, policies and programs to achieve that vision.

1. OVERALL GOALS AND POLICIES

OVERALL GOAL: To provide for orderly growth and development; to maintain a balanced community; to assure an adequate supply of suitable land for residential, commercial, industrial, and other uses in order to meet projected demand; to minimize land use conflicts; and to channel new development into those areas that are consistent with the City's resource management goals.

1.1 Objective/Beneficial Land Uses: Promote beneficial land uses through effective planning and zoning practices.

POLICIES:

1.1.1 The City shall maintain a land use diagram -- Figures LU-3A and LU-3B -- that distinguishes residential, commercial, industrial, and other land uses in order to minimize land use conflicts, provide sufficient land area to meet the demand for urban land, and discourage premature and scattered development.

1.1.2 The City shall use reasonable planning and zoning powers to manage the phasing, scale, siting, density, design, and construction of new development.

PROGRAMS:

1.1.2.1 The City shall continue its arrangement where Monterey County refers all applications for discretionary development within the Planning Area to the City for timely review and comment.

1.1.2.2 The City shall carefully review all annexation proposals to assure that future development will have no significant adverse fiscal impact on the community.

1.1.2.3 The City shall establish minimum property development standards in Industrial areas.

1.1.2.4 With respect to future residential neighborhoods, wherever possible, low-density residential districts shall be buffered from medium- or high-density districts by public streets or other compatible land uses, such as schools, parks, or public facilities.

1.1.2.5 With any large-scale development project, the City shall require phasing of the project in order to maintain balanced development. Phasing shall be required for any project containing more than 50 multi-family units, or more than 100 single-family units.

1.1.3 The City shall act to reduce existing blight and incompatible land uses, and shall encourage public and private development that will improve existing neighborhoods.

King City General Plan Land Use Element

November, 1998

PROGRAMS:

- 1.1.3.1 The City shall discourage, and where possible prevent, the development of land uses that are incompatible with the goals, objectives, and policies of the Land Use Element.
- 1.1.3.2 The City shall review its Zoning Ordinance and establish several new zoning districts: One district for various public facilities; "M-1" and "M02" districts to distinguish Light Industrial versus General Industrial uses; and an overlay "-MH" district for Mobilehome Parks. See Policies #2.1.2, 4.1.1, and 8.1.1 below. In addition, the multiple family residential zoning districts shall be reviewed in order to establish appropriate density limitations. See Policy #2.1.3 below.
- 1.1.3.3 The City shall continue to implement appropriate zoning mechanisms, including non-conforming use regulations, to phase out incompatible land uses and signs.
- 1.1.3.4 The City shall review the enforcement procedures within its zoning ordinance to assure that reasonable means are available to abate nuisances, revoke permits, and take other actions as may be necessary and appropriate to assure that land uses are not established or continued contrary to the provisions of the City's general plan or zoning ordinance.

1.2 Objective/Adequate Services: The City shall assure that adequate public services and facilities are available both to existing and new development as the community grows.

POLICIES:

1.2.1 New development shall assure that adequate services and facilities are or will be available within a reasonable time.

PROGRAMS:

- 1.2.1.1 The City shall make findings in approving any discretionary project (e.g., annexation, general plan amendment, zoning, subdivision, or use permit approval) that adequate services exist or definitely will exist within a reasonable time to meet the projected demand from the new development.
- 1.2.1.2 The City will consider projected cumulative demand for public services in making such findings, and in programming and budgeting future expansion of municipal services.
- 1.2.1.3 As part of its annual budget process, City staff shall report on the existing capacity of its service systems, and identify any limitations and anticipated needs to accommodate new growth.
- 1.2.1.4 The City shall not approve discretionary projects which cannot be adequately served by existing City services, or for which expanded City services cannot be provided within a reasonable time.
- 1.2.1.5 The City shall require fiscal impact sections in all environmental documents which address proposed development projects where it appears that the existing demands upon public facilities or services are close to, or in excess of, their capacity.

1.2.2 In order to promote orderly growth, the City shall evaluate proposed developments to determine if there are provisions for an adequate level of services and facilities, such as water, sewer, fire and police protection, transportation and schools. The City shall require mitigation to the extent prescribed by law, and may require additional mitigation to the extent allowed by law. Projects with significant unmitigated environmental impacts shall not be approved unless:

- A) The City determines that a statement of overriding considerations is warranted and supported by findings; and**
- B) The project is otherwise consistent with General Plan policies.**

PROGRAMS:

1.2.2.1 The City shall consider such issues as noise, air quality, traffic, land use conflicts, agricultural lands, natural hazards, and biological resources in reviewing proposed developments.

1.2.2.2 Where a new discretionary development could create potentially significant environmental impacts on agricultural lands, riparian corridors, wetlands, or hazardous areas, the City shall solicit review and comment from appropriate state and federal natural resource agencies, and from appropriate private organizations, in order to provide recommendations for effective means to mitigate such impacts.

1.3 Objective/Balanced Land Uses: To develop a balanced range of land uses within the Planning Area consistent with the City's desired character and environmental, social, and economic goals.

POLICIES:

1.3.1 The City shall assure that adequate sites are available for development of both market-rate housing and housing affordable to low- and moderate-income households, for the existing and projected population.

1.3.2 The City shall assure that adequate sites are available for both new and existing commercial land uses to provide space for retail uses, business services, offices, and visitor-serving uses.

1.3.3 The City shall promote industrial land uses, particularly within the East Ranch Industrial Park, to take advantage of both existing and potentially new economic trends of the Planning Area, in order to expand the city's economic base and provide jobs to its residents.

1.3.4 The City shall meet its housing construction goals in a proportionate manner. The City shall work to maintain sufficient housing opportunities in all income categories, and shall seek to avoid disproportionate growth in any one housing income category that would shift the economic balance of the community. Where necessary, the City may decline approval of a housing project where there are deemed to be an insufficient supply of housing units in other income categories.

2. RESIDENTIAL LAND USE GOALS AND POLICIES

RESIDENTIAL LAND USE GOAL: To provide adequate areas of all necessary types of residential development that are compatible with surrounding uses of the land, and at locations and densities appropriate to the city's identified housing needs.

2.1 Objective/Adequate Residential Lands: Designate adequate sites for a variety of residential densities and unit types.

POLICIES:

2.1.1 The city shall designate five land use categories for residential uses: LDR Low Density Residential; MDR Medium Density Residential; MHDR Medium High Residential; HDR High Density Residential; and PD Planned Development. Within these categories, the City shall promote the availability of adequate sites for a variety of housing types and densities, consistent with Housing Element goals and environmental limitations. In addition, an overlay "-MH" Mobilehome Park shall be established in order to regulate uses within mobilehome parks.

PROGRAMS:

2.1.1.1 City staff shall maintain an inventory of residential land available for development, and shall provide periodic reports to the Planning Commission and City Council on the availability of such housing sites to meet current demand.

2.1.1.2 The City shall utilize a mix of densities in zoning newly-annexed property to allow a variety of housing types. When requested, density bonuses could be considered for developments which assist in meeting the city's housing goals.

2.1.1.3 Where possible and appropriate, the City shall integrate commercial uses in order to provide neighborhood services.

2.1.1.4 Within any area designated for "Urban Reserve/Agriculture," the City shall require Specific Plans that carefully manage residential development. Such plans shall not designate additional "R-4" High Density residential land, nor shall any "R-3" Medium-High Density residential area be designated for areas larger than 2.5 acres, or any "R-2" Medium Density residential area for areas larger than 4 acres.

2.1.2 The city shall preserve its stock of mobilehome and manufactured housing, upgrade the condition of those parks where blighted conditions occur, and encourage development of new mobilehome parks, particularly those suitable for seniors, and which meet the City's quality standards.

PROGRAMS:

2.1.2.1 The City shall create a "-MH" Mobilehome and Manufactured Housing overlay zoning district specifically regulating mobile home parks as permitted uses. This zoning district shall, where appropriate, provide standards which will assure that new mobilehome parks adhere to high standards of quality and maintenance. Such standards shall require sufficient resident and guest parking; establish maximum densities consistent

with this general plan; require adequate landscaping, open space, and recreational amenities; and assure consistent property management. In addition, the overlay district shall deter the conversion of mobile home parks to other uses.

2.1.3 The City shall carefully manage the transition of developed residential neighborhoods to appropriate densities.

PROGRAMS:

2.1.3.1 The City shall review the existing densities permitted for multiple family development within the R-2, R-3, and R-4 districts, and revise these limits to establish more appropriate densities for the community. For the R-2 (duplex) zone, the limit shall be 12 units per acre, or 3,600 s.f. of gross site area per unit. For the R-3 zone, the limit shall be 18 units per acre, or 2,400 s.f. per unit. For the R-4 zone, the limit shall be 24 units per acre, or 1,800 s.f. per unit. In addition, amendments to the Zoning Ordinance shall be considered for all multiple-family zones that would increase the minimum size for apartments; increase side and rear yard setbacks; increase parking requirements; establish a maximum number of bedrooms per acre; and increase open space requirements.

2.1.3.2 In order to encourage lot consolidation and promote planned development, the City shall consider an amendment to its Zoning Ordinance to establish a minimum lot size of 15,000 s.f. for new developments of multi-family housing within the downtown area.

2.1.3.3 In any block that is currently zoned for high-density residential use (R-2, R-3 or R-4), but which remains developed primarily with single-family homes, the City shall provide notice to the property owners and residents of their rights to petition for a reduction in permitted density through rezoning. Where two or more property owners within such a block petition the City for rezoning, the City shall initiate a study to determine a possible rezoning study area where there may sufficient support to reduce the permitted densities within the neighborhood.

2.2 Objective/Residential Compatibility: Ensure compatibility between residential development and surrounding land uses.

POLICIES:

2.2.1 The City shall prohibit new land use activities within and in close proximity to residential areas that generate undesirable impacts which cannot be mitigated, unless:

A) The City determines that a statement of overriding considerations is warranted and supported by findings; and

B) The project is otherwise consistent with General Plan policies.

PROGRAMS:

2.2.1.1 The City shall utilize its zoning, subdivision, and environmental review processes to review non-residential projects within 500' of any residential neighborhood that could affect residential uses adversely. Where adverse impacts cannot be effectively mitigated to a level of insignificance, the City shall deny the project.

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2.2.1.2 The City shall encourage development to take full advantage of flexible design standards within the zoning ordinance and subdivision ordinance (e.g., planned development zoning and optional design and improvement standards) to create appropriate density transitions between zoning districts of varying densities.

2.2.1.3 The City shall consider requiring a use permit for parking areas for commercial or industrial uses within residential zones to ensure appropriate landscaping, lighting, and compatibility with surrounding residential uses.

2.2.2 The City shall encourage development that provides adequate yards and open space areas within and along the perimeter of residential areas in order to buffer them from busy streets and/or from adjacent non-residential land uses.

2.2.3 The City will work with residential and non-residential developers to encourage site planning and design that provides adequate open-space buffers between residential land uses and other uses.

3. COMMERCIAL LAND USE GOALS AND POLICIES

COMMERCIAL LAND USE GOAL: To provide adequate area for commercial land uses to
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the service needs of residents, businesses, and visitors, and to encourage development of retail commercial, service commercial, and highway-related uses that are compatible with surrounding land uses.

3.1 Objective/Adequate Commercial Sites: Provide for sufficient acreage to promote a variety of commercial development opportunities consistent with local and regional demand.

POLICIES:

3.1.1 The City shall designate five types of commercial land use categories: FS Freeway Service Commercial; HS Highway Service Commercial; C1 Retail Commercial; C2 General Commercial; and CN Neighborhood Commercial. In addition, a "-T" Transitional overlay is established for the upper Broadway area. Within these land use categories, the City shall promote the availability of commercial sites to accommodate a mix of retailing, wholesaling, dining and entertainment, professional and business services, and shopping center developments consistent with the environmental, social, and economic goals of the City.

PROGRAMS:

3.1.1.1 City staff shall maintain an inventory of vacant land, including land that could be redeveloped, that is available for commercial development. The Planning Department shall update the inventory on a regular basis and make it available to prospective developers.

3.1.1.2 The City shall encourage its Economic Development Director, the County Economic Development Corporation, and the local Chamber of Commerce and Agriculture to distribute information promoting available commercial properties in the King City Planning Area.

3.1.1.3 The City shall work with the King City Chamber of Commerce and Agriculture in distributing information to hotels and motels and to nearby county and regional park facilities regarding King City's commercial accommodations.

3.2 Objective/Compatible Commercial Uses: Ensure compatibility between commercial development and surrounding land uses.

POLICIES:

3.2.1 The City shall provide for the maximum flexibility in interpreting allowable uses under the zoning ordinance in order to encourage good retailing design and effective utilization of commercial property, and shall encourage a mix of residential and commercial uses where appropriate.

PROGRAMS:

3.2.1.1 The City shall apply flexible commercial site development standards to assure that adequate landscaping and buffering is incorporated into project designs.

3.2.2 Existing residential land uses located adjacent to commercial property shall be protected from noise, unsightliness, offending odors, and other nuisances.

PROGRAMS:

3.2.2.1 In reviewing proposed commercial development, identify potential impacts that commercial developments will have on any adjacent residential land uses. Require effective mitigation of such impacts prior to development approvals.

3.2.2.3 Lighting of commercial areas shall be carefully planned and controlled to the extent necessary to provide security, safety, and identification without interfering with adjacent land uses. Lighting shall be directed away from adjacent residential land uses.

3.3 Objective/Commercial Character: Ensure that commercial developments maintain or enhance the environmental quality of the area, and the City's existing character.

POLICIES:

3.3.1 Commercial developments shall be designed and screened in an attractive manner and thereafter maintained so as to visually integrate the entire development with the surrounding environment and land uses.

PROGRAMS:

3.3.1.1 New commercial development within the Highway Commercial or Freeway Commercial zones shall be required to install landscaped areas as required by the City zoning ordinance. Exterior maintenance agreements shall be made a condition of permit issuance.

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- 3.3.1.2 The design of new commercial development or significant remodeling (i.e., over 50% of the floor area or 50% of the property's assessed value) shall be reviewed by the Planning Commission or separate review board, to assure General Plan design objectives are being satisfied.

3.3.2 Commercial signs shall be attractive and appropriately designed.

PROGRAMS:

- 3.3.2.1 The City shall review all signs proposed for new developments to assure attractiveness and consistency with the architectural style of the building(s) and surrounding land uses.

- 3.3.2.2 The City's sign ordinance shall regulate sign placement, height, and area to be consistent with community design objectives. Sign regulations shall promote consistency in sign size and style for various commercial segments of the community.

3.4 Objective/Integrate Large New Commercial Uses with Existing Community: To assure that economic and fiscal consequences are fully disclosed and properly considered when a large new commercial project is proposed.

POLICIES:

- 3.4.1 When new retail development is proposed that would exceed 100,000 s.f. in gross leasable area, the City will generally require an economic analysis to assess the impact that such development would have upon the distribution of regional retail sales and municipal sales tax receipts. Where such a study reveals that a new retail development would not result in any significant net new retail sales to the community, the developer shall be encouraged to obtain leasing commitments from stores that are complementary -- rather than competitive -- with the existing retail opportunities provided within the community.

4. INDUSTRIAL LAND USE GOALS AND POLICIES

INDUSTRIAL LAND USE GOAL: To provide areas for, and to actively encourage, industrial development which is economically beneficial to the area and compatible with surrounding land uses.

- 4.1 **Objective/Adequate Industrial Sites:** Provide adequate and appropriate land area, as well as improved, leasable space, within the city for a suitable mix of desirable industrial land uses.

POLICIES:

- 4.1.1 The City shall designate a minimum of two Industrial land use categories: M1 Light Industrial and M2 General Industrial. Within these districts, the City shall assure the availability of vacant, suitably-zoned land and improved space for industrial uses, consistent with the environmental, social, and economic goals of the City.

PROGRAMS:

4.1.1.1 The City, working through its Economic Development Director, shall actively promote the East Ranch Industrial Park to prospective business firms that would meet the City's standards for industrial development. The City shall encourage development of new businesses that will offer year-round employment, in order to reduce the seasonal unemployment that is characteristic of the current local economy.

4.1.1.2 The City shall encourage the Monterey County Economic Development Corporation, the local Chamber of Commerce and Agriculture, local Realtors and business persons, and State economic development agencies to distribute information regarding available industrial properties in the King City Planning Area. The City shall also work with these entities to promote job development and local business expansion.

4.1.1.3 The City shall revise its Zoning Ordinance to provide for a new "M-1" Light Industrial district, with higher standards and improved flexibility for proposed uses within portions of the proposed East Ranch Industrial Park. Such revisions shall consider modifications to the list of permitted uses; site planning, architectural, and landscaping standards; and infrastructure requirements in order to attract high-quality businesses that will complement the city's existing economic base.

4.1.2 The City shall work with Monterey County to protect prime agricultural land in order to assure the continued role of crop production and food packaging and processing in the City's economic base.

PROGRAM:

4.1.2.1 The City shall actively promote both basic and visitor-oriented commercial and industrial development compatible with surrounding agricultural uses and the skills of the resident labor pool.

4.1.2.2 The City shall work with the Monterey County Water Resources Agency and local growers to assure the continued availability of an affordable water supply and good quality cropland, as well as other factors in agricultural production.

4.2 Objective/Industrial Compatibility: Ensure that industrial areas are compatible with and do not adversely affect surrounding land uses.

POLICIES:

4.3.1 The City shall require buffers and landscaping in industrial developments to ensure compatibility with adjacent land uses.

PROGRAMS:

4.3.1.1 During the environmental and development review process, identify potential impacts that industrial developments will have on other community land uses. Require the mitigation of such impacts prior to development approval.

4.3.1.2 Lighting of industrial areas shall be limited to that necessary to provide security, safety, and identification without interfering with adjacent land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses.

4.3.2 Industrial uses shall not be located or established so as to increase traffic in surrounding residential areas.

PROGRAMS:

4.3.2.1 New industrial developments shall be required to provide to the City a trip-generation and distribution analysis as a part of project plans. The City shall review and evaluate this analysis for impacts to residential zones.

4.3.3 The City shall encourage the development of industries that reclaim wastewater for reuse.

PROGRAMS:

4.3.3.1 Through the environmental review and permit process, the City shall estimate the need for water and sewer services for proposed industrial developments.

4.3.3.2 Where necessary, the City may require or encourage an alternative disposal method to direct discharge to the City's sewage treatment plant.

4.3.4 Industrial land uses which generate air pollution or noise in excess of local standards shall be required to mitigate such impacts to an acceptable level.

PROGRAMS:

4.3.4.1 The City shall review proposed industrial development for air pollution and/or noise generation impacts. Industrial projects shall meet the air pollution emission standards administered by the Monterey Bay Unified Air Pollution Control District and City noise emission standards.

4.3.5 Industrial structures and all other site improvements shall be designed to blend with the physical surroundings.

PROGRAMS:

4.3.5.1 All new industrial developments, or expansions of existing industries, must be sited and designed consistent with the City's desired character and reviewed and approved by the Planning Commission or another appropriate body prior to final project approval.

4.3.5.2 The City's new "M-1" Light Industrial zoning district shall include regulations incorporating reasonable design standards to ensure attractive industrial development, particularly in the City's East Ranch Industrial Park.

5. OPEN SPACE AND AGRICULTURAL LANDS GOALS AND POLICIES

5. GOAL: To protect and provide open space lands to satisfy the needs of the community; to conserve natural resources for future generations; and to preserve viable, prime agricultural lands within the Planning Area which are not designated for future urban growth.

5.1 Objective/Provide Open Space Lands in the Urban Area: Provide suitable open space areas as a part of new residential, commercial, and industrial developments.

POLICIES:

5.1.1 The City shall designate viable agricultural and open space lands as either O Open Space or A Agricultural, as appropriate.

5.1.2 The City shall continue to require that new subdivisions dedicate park land and/or park in-lieu fees that enable the purchase of park land, and/or to provide recreational facilities.

5.1.3 Where appropriate, the City shall encourage large new commercial and industrial developments to provide open space and recreational opportunities for their employees to minimize the demand for public open space and recreational facilities.

5.1.4 In reviewing proposed plans for new development proposed along major thoroughfares, particularly entrances to King City, the City shall encourage appropriate site planning, design, building materials, landscaping, and signage to enhance the scenic quality of these thoroughfares.

PROGRAMS:

5.1.4.1 The Planning Commission shall evaluate site plans, elevations, and landscaping plans of new development proposals visible from major thoroughfares, including Highway 101, Broadway Street, San Antonio Road, First Street, and Metz Road. This evaluation shall consider, but not be limited to, appropriate setbacks, open space buffers, landscaping, screening techniques, exterior colors and materials, street furniture, and other amenities.

5.1.5: The City shall set an example of high-quality design and construction in its own public buildings and infrastructure, particularly in key entries to the City and in areas visible from Highway 101.

PROGRAMS:

5.1.5.1: The City shall require design review by the City Planning Commission and/or another appointed body of the plans for any capital improvement project proposed by the City, including park facilities and signage. This review shall seek to protect scenic values and to project the City's rural character through consistently good municipal design, and shall be exercised particularly for those new facilities that are visible from Highway 101, Broadway Street, Canal Street, River Road, San Antonio Road, or First Street.

- 5.1.5.2: The City shall seek to have input on the planning and design for State and County projects that are visible from Highway 101, particularly in the Salinas Valley Fairgrounds property.

5.2 Objective/Protect Prime Agricultural Lands: To protect prime agricultural lands, outside of those areas designated for future development by the City, from conversion and encroachment of non-agricultural uses.

POLICIES:

5.2.1 The City shall protect prime agricultural lands, outside of those areas designated for future development by the City, from premature conversion and encroachment of non-agricultural uses. The City shall designate such viable agricultural resource lands as "A" Agricultural, and shall regulate uses therein to assure that soil resources are not prematurely developed for incompatible uses.

5.2.2 Within the "A" zone, agricultural support services such as coolers, cold storage facilities, loading docks, and farm equipment shops may be approved with a conditional use permit, provided that the City finds that: 1) The land on which the support facilities are proposed is not suitable for cultivation because of irregular terrain, inadequate soils, or other physical constraints which limit agricultural productivity; and 2) The proposed support facilities are a necessary accessory to the cultivation, harvesting, or processing of crops raised by the applicant on the same property where the support facilities are proposed; and 3) The maintenance and operation of the proposed support facilities will not impair the ability to produce crops on either the remaining portion of the subject property, or on neighboring property.

PROGRAMS:

5.2.2.1 The City shall continue its application of Agricultural zoning to areas designated Agriculture in the Land Use Element.

5.2.2.2 Within its Industrial and Commercial districts, the City shall encourage agriculture as an industry by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.

5.2.3 The City shall require that new, non-agricultural development proposals adjacent to agricultural operations incorporate buffer areas to minimize incompatibilities, and to mitigate against the effects of agricultural operations on adjacent land uses.

PROGRAMS:

5.2.3.1 As part of its review of zoning, subdivision, and use permit approvals, the City shall require that buffer areas be provided as part of any non-agricultural development located adjacent to agricultural land uses. These buffer areas shall be of sufficient size to protect the development from adverse effects of agricultural operations, including noise, dust, and pesticide applications. The City shall consult with the Monterey County Agricultural Commissioner in the design and management of such buffer areas.

6. URBAN RESERVE/AGRICULTURE GOALS AND POLICIES

6. GOAL: To provide areas where urban growth shall be directed in the future, consistent with other goals and policies in this General Plan, in order to provide housing for the growing population of King City.

6.1 Objective/Urban Reserve-Agriculture Areas: Prevent urban sprawl by assuring that as new neighborhoods develop adjacent to King City, they are annexed to the community and developed within an orderly framework that regulates densities properly, integrates their street systems and utilities, and provides for adequate protection of the environment both for existing as well as future residents and for neighboring land uses.

POLICIES:

6.1.1 The City shall designate two areas for Urban Reserve/Agriculture, a "North Site" with approximately 200 acres and a "South Site" of approximately 431 acres. Neither area shall be annexed to the City until a Specific Plan has been approved by the City, together with a certified environmental impact report.

6.1.2 The Specific Plan for any Urban Reserve/Agriculture area shall establish a maximum overall residential density consistent with this element and with the Housing Element of the general plan. In addition, such plans shall not designate additional "R-4" High Density residential land, nor shall any "R-3" Medium-High Density residential area be designated for areas larger than 2.5 acres, or any "R-2" Medium Density residential area for areas larger than 4 acres.

6.1.3 The Specific Plan for the North Site shall provide for approximately 800 homes on about 135 acres of the property, to be developed in a compact design compatible with the existing residential neighborhood south of San Antonio Road. Prime agricultural lands lying north of this new development shall be protected in a buffer zone.

6.1.4 The Specific Plan for the South Site shall emphasize highway-oriented commercial uses accessible from the intersection of First Street with Highway 101. Commercial development shall be limited generally to a depth of 400-600 feet from Highway 101. Development of this area shall be coordinated with the Planned Development property to the north (Bacciarini), and shall protect floodplains, riparian vegetation, and prime agricultural lands in buffer zones to the maximum possible extent.

7. PLANNED DEVELOPMENT GOALS AND POLICIES

7. GOAL: To provide a suitable designation for properties that require careful approaches to density and mix of uses, relationship to surrounding properties, and phasing of development in order to maintain an appropriate balance of housing types, commercial development, and open space.

- 7.1 Objective/Planned Development:** Assure that development policies and regulations for larger properties in strategic locations will generate land uses, site plans, and building designs that reflect high quality and strong urban design.

POLICIES:

- 7.1.1** The City shall designate the following properties "PD" Planned Development (*note: Owner names are as of 1997*): Ausonio property on San Antonio Road; Hearne property on Franciscan; Royal Coach Park property on Oxford; Bacciarini property on First Street and 101 along San Lorenzo Creek; and the Smith Hobson property northeast of the railroad tracks.

- 7.1.2** The following specific policies shall govern the development of each of the properties so designated:

Ausonio Property: Retail Commercial uses may be permitted on up to five acres of the San Antonio Road frontage. The remaining property shall be developed for residential uses reflecting balanced housing opportunities at a density not to exceed 12 units per gross acre. Senior housing is specifically encouraged on this property.

Hearne property: Retail Commercial uses are required for this property, consistent with the C-1 or F-S zone. Special attention shall be paid to the visibility of the property from Highway 101, and to the design and lighting of building frontages and signs that are visible from the freeway.

Royal Coach Park: This property shall be restricted to residential use only at a density of 12 units per gross acre. Senior housing would be permitted on this property, and designs for all residential uses shall be generally compatible with the nearby single-family homes (to the extent possible).

Bacciarini Property: This property occupies an important position on the south side of the existing developed portion of the city. The portion of the property fronting on First Street shall be developed with commercial uses consistent with the H-S, C-1, or C-2 zone, not to exceed 10 acres (approximately 600' deep from Front Street). Remaining property lying east of Highway 101 shall be developed for residential uses reflecting balanced housing opportunities at varying densities, not exceeding 6 units per gross acre. The residential uses encouraged for this property are larger-lot housing, oriented to an expanded golf course and/or other open space amenities. West of Highway 101, development shall emphasize highway-oriented commercial uses, and shall be coordinated with future planning of the UR/AG "South Site" (Rio Farms property).

Smith-Hobson Property: Agricultural use is encouraged to continue for as long as possible on this property, until demand for industrial or service commercial uses would warrant conversion. A specific plan shall be required prior to development. This property may be developed for a combination of service commercial and light

manufacturing uses. Residential use shall be discouraged unless the odor problem from neighboring industrial uses to the north and west can be overcome.

8. PUBLIC SERVICES AND FACILITIES GOALS AND POLICIES

8. GOAL: To provide adequate land areas for public and quasi-public land uses; to plan and provide for adequate and efficient government offices and community facilities to accommodate the existing and future needs of the city; to provide police and fire protection services at levels adequate for the protection of life and property; to ensure an efficient system of public utilities; to improve the availability and accessibility of health and medical services to all residents of the Planning Area; and to provide adequate park and recreational facilities to serve the recreational needs of the city.

8.1 Objective/General Public Facilities: Provide coordinated, ongoing planning for public and quasi-public service facilities.

POLICIES:

8.1.1 The City shall designate a "PQ" land use category for public facilities including public schools, city hall, library and other such facilities. This zone will designate areas for public and quasi-public facilities and accessory facilities commensurate with the requirements of public agencies and organizations. These facilities shall be conveniently located in or near the areas they are intended to serve.

PROGRAMS:

8.1.1.1 The City shall establish a new zoning district in order to provide improved consistency with the general plan for existing public facilities: "P-Q Public Quasi-Public" for properties owned by the City or another governmental entity such as the County, State, or school district. The P-Q zone shall also be applied as warranted for the developed portion of all city parks, the golf course, the airport, and the Monterey County Fairgrounds. Parcels that lie within parks or park-like properties that are primarily open areas shall be zoned "O" Open Space, however. Overlay symbols on the general plan Land Use Element shall distinguish the various types of public facilities such as city hall, police or fire stations, public schools, parks, library, etc.

8.1.1.2 The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and set forth an acquisition and funding program. The City shall acquire private land as necessary to develop new facilities.

8.1.1.2 The City shall work with utility providers to identify future utility expansion needs, obtain easements from property owners to extend private utilities, and promote cooperation between utility providers and property owners for the purpose of acquiring easements or rights-of-way for utility expansions.

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- 8.1.2 All public facilities shall be designed so that their scale, character, and siting will be compatible the surrounding land uses.**

PROGRAMS:

- 8.1.2.1 Through the design review process, condition new public and quasi-public service facilities to be visually compatible with the City's desired character and surrounding land uses.**

8.2 Objective/City Hall: Assure adequate facilities within the City Hall.

- 8.2.1 Future expansion or remodeling of City Hall shall be designed so that the exterior of the building is generally consistent with the existing character, and with its park-like setting.**

8.3 Objective/Police Protection Services: Support measures to improve and enhance the capability of the Police Department.

POLICIES:

- 8.3.1 The City shall maintain the police station and related facilities located adjacent to City Hall.**
- 8.3.2 The City shall provide funds, personnel, facilities, equipment, and training to the Police Department at a level necessary to maintain its efficient functioning.**
- 8.3.3 The City shall promote efforts to reduce crime through greater application of neighborhood, commercial, and industrial crime prevention techniques.**

PROGRAMS:

- 8.3.3.1 The City should, through the Police Department, conduct residential, commercial, and industrial security surveys and public awareness programs.**
- 8.3.4 The City shall require that all new development proposals and/or changes in land use be referred to the Police Department for law-enforcement evaluation.**

PROGRAMS:

- 8.3.4.1 As a part of standard permit processing, the Planning Director shall refer discretionary projects to the Police Chief for review and comment prior to preparation of City staff planning reports.**

8.4 Objective/Fire Department: Support measures to improve and enhance the capability of the Fire Department.

POLICIES:

- 8.4.1 The City shall provide funds, personnel, facilities, equipment, and training to the Fire Department at a level necessary to maintain its efficient functioning.**

PROGRAMS:

8.4.1.1 The City shall make it a top priority to utilize funds acquired through fire protection impact mitigation fees to purchase new engines and other needed fire suppression equipment.

8.4.1.2 The City shall maintain the existing mutual aid agreement with County Service Area #61 and with the California Department of Forestry.

8.4.2 The City shall require that all new development proposals and/or changes in land use be referred to the Fire Department for safety evaluation.

PROGRAMS:

8.4.2.1 As a part of standard permit processing, the Planning Director shall refer discretionary projects to the Fire Department for review and comment prior to preparation of City staff planning reports.

8.5 Objective/Water Service and Supply: Assure continued adequate water service for residents of the Planning Area.

POLICIES:

8.5.1 The City shall cooperate with the water purveyors that serve the Planning Area and with owners of private wells to assure continued efficient operation and management of the existing water supply system.

8.5.1.1 The City shall incorporate long-range water conservation goals and methods developed by California Cities Water Company into the Conservation Element of the general plan.

8.6 Objective/Wastewater Service: Provide for continued collection, treatment, and disposal of wastewater in conformance with state and regional discharge standards.

POLICIES:

8.6.1 The City shall expand its sewage treatment facilities and/or upgrade its infrastructure based on anticipated growth of residential, commercial, and industrial land uses within the city.

PROGRAMS:

8.6.1.1 City staff shall regularly report on the condition of the city's sewage treatment facilities, including remaining capacity at the treatment plant, condition of infrastructure, and needed improvements and recommended methods of implementation.

8.6.1.2 The City shall continue to require sewer system connection fees from new annexations, subdivisions, residential, commercial, and industrial development.

8.7 Objective/Drainage: Provide for adequate surface drainage throughout the city.

POLICIES:

8.7.1 Reduce the risks and damage associated with flooding within the City by developing and maintaining a comprehensive storm drainage system.

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PROGRAMS:

- 8.7.1.1 Update the city's Master Drainage Plan as new development dictates the need for additional infrastructure and improvements.
- 8.7.1.2 Existing surface drainage problems shall be corrected as new development occurs, or as part of the city's capital improvement program.
- 8.7.1.3 Where appropriate, the City shall require partial storm drainage mitigation from new residential, commercial, and industrial development as a contribution toward resolving cumulative drainage problems.

8.8 Objective/Floodplain Regulation: Reduce the risk from flooding to an acceptable level by regulating development in flood-prone areas.

POLICIES:

- 8.8.1 Proposed development in floodplain areas shall be approved only if adequate measures are provided to avoid or substantially reduce potential flood hazards.

PROGRAMS:

- 8.8.1.1 The City shall require conformance with the City's floodplain regulations as stated in the Zoning Ordinance for any project within the 100-year floodplain.
- 8.8.2 The City shall work with the County Water Resources Agency on management of new or existing flood control facilities to protect individual properties. Where the City is involved in development or expansion of any flood control facilities, such work shall not be permitted to increase significantly the flood or erosion hazards on other properties.

PROGRAMS:

- 8.8.2.1 The City shall require a hydrological analysis to assess the potential impacts of new or improved flood control facilities on adjacent downstream properties and on the identified flood plain.

8.9 Objective/Solid Waste: Promote the orderly disposal of solid waste in a manner which will protect the environment and ensure the continued health and safety of Planning Area residents.

POLICIES:

- 8.9.1 The City shall work with the member agencies of the Salinas Valley Solid Waste Authority to assure the continued availability of landfill disposal capacity.
- 8.9.2 The City shall encourage public and private recycling programs to reduce the waste stream, and to lengthen the useful life of the sanitary landfill.

8.10 Objective/Public Utilities: Provide for adequate and safe public utilities.

POLICIES:

- 8.10.1 The City shall designate areas for utility sites and access corridors where compatible with surrounding land uses, and where visual impacts are minimized.**

PROGRAMS:

8.10.1.1 Where appropriate, the City shall designate properties owned by public utilities for public and quasi-public use.

8.10.1.2 The City shall condition development of new or expanded public utilities to provide utility sites and access corridors, and to assure that disruptions due to construction or operation are minimized.

- 8.10.2 Promote aesthetically-pleasing placement and design of communications towers, utility lines, and installations.**

PROGRAMS:

8.10.2.1 The City shall encourage the placement of existing power transmission lines, power distribution lines, and communication lines underground wherever feasible.

8.10.2.2 Where requested by residents or by the utility company, the City shall support the formation of utility assessment districts, or a municipal facilities district, to place existing overhead lines underground.

- 8.10.3 The City shall continue to require the extension of new power transmission lines, power distribution lines, and communication lines to be placed underground.**

- 8.10.4 All utility installations shall be sited, designed, developed, and landscaped so as to blend with the natural scenery of the area and conform with the goals, objectives, and policies of the general plan.**

PROGRAMS:

8.10.4.1 The City Planning Director shall refer proposals for utility installations to an appropriate review committee, where necessary, for review and approval.

- 8.11 Objective/Educational Facilities: Encourage communication and cooperation between the City and appropriate educational districts and agencies to ensure that adequate, safe school facilities and services are planned to provide a quality educational environment for the Planning Area's anticipated growth.**

POLICIES:

- 8.11.1 As part of the environmental review process, the City shall evaluate new residential developments for their potential impact upon current enrollment conditions of the school system.**

PROGRAMS:

8.11.1.1 To the extent provided by law, the City shall continue to require school mitigation fees to be paid to school districts prior to final approval of new projects.

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- 8.11.2 The City shall work with school districts or developers of private schools in the siting and development of new schools, and in the implementation of school facility expansion or remodeling plans.**

PROGRAMS:

8.11.2.1 The City shall work with the school districts in campus siting and implementation as necessary and appropriate.

8.11.2.2 The City shall encourage the siting and development of educational facilities at locations which will result in minimum conflict with surrounding land uses.

- 8.11.3 The City shall encourage school administrations to continue to allow non-school-hour use of their facilities by the public.**

- 8.11.4 The City shall work with school personnel and with neighborhood residents to assure that school children are provided safe pedestrian and bicycle travelways to and from school.**

PROGRAMS:

8.11.4.1 The City shall require sidewalks, bicycle lanes, and passenger loading and unloading facilities when planning or considering roadway improvements near school sites.

8.11.4.2 The City shall continue to enforce a 25 mph speed limit for school hours and shall maintain posted school crossing signs.

8.11.4.3 The City shall require that any development under construction near or adjacent to school children's travelways include special safety measures, such as fenced enclosures, construction traffic controls, and off-site improvements needed to mitigate hazardous conditions.

- 8.11.5 The City shall coordinate with appropriate school or college districts in planning future land uses adjoining school or college sites. The City shall regulate new land uses to provide reasonable mitigation of any significant impacts on existing schools or designated future school sites.**

- 8.11.6 The City shall encourage cooperative ventures between the school districts and developers to mitigate conflicts between land uses.**

PROGRAMS:

8.11.6.1 The City shall submit any General Plan amendments, rezonings, or project development proposals for properties adjacent to existing or future school sites to the appropriate school district for review and comment prior to preparation of City staff reports.

- 8.12 Objective/Health and Medical Facilities: Assist in expansion or modernization of health and medical services as necessary to meet the needs of the Planning Area residents.**

POLICIES:

- 8.12.1 The City shall encourage new public and private health-care providers to locate their services in the city, and existing facilities to expand and modernize their services consistent with the needs of area residents.**

PROGRAMS:

- 8.12.1.1 The City will encourage health-care providers to expand or locate in the City consistent with need.**

- 8.12.2.2 Hospital Special Policy Area:** As shown in Figure LU-4, a "Hospital Special Policy Area" is bordered by Broadway Street, Canal Drive, and U.S. 101. Within this area, the City shall work with Mee Memorial Hospital and other property owners to prepare a Master Plan. This plan shall consider existing land use and circulation patterns, proposed hospital expansion and conversion plans, and potential commercial development. The primary objective of the Master Plan shall be to assure compatibility among existing and future uses; to enhance overall property values; to enhance the commercial development potential of the district; and to provide that ambient levels of traffic, noise, and air quality shall be consistent with reasonable requirements of the hospital.

- 8.13 Objective/Public Library: Expand the public library facilities in the new Broadway Street site in order to meet the existing and future needs of the residents of the Planning Area.**

POLICIES:

- 8.13.1 The City shall coordinate the remodeling of the new library site, in conjunction with Monterey County.**

- 8.13.1 The City shall work with Monterey County to expand library collections and facilities as needed to accommodate new growth and demand within the city.**

- 8.14 Objective/Parks and Recreation: Continue to develop and adequately maintain a coordinated system of parks and recreational facilities within the city.**

POLICIES:

- 8.14.1 The City shall plan and maintain a park system that serves the residential, commercial, and industrial segments of the community.**

PROGRAMS:

- 8.14.1.1 Coordinate park development with population increases and areas of significant new growth within the city.**

- 8.14.1.2 Work with the Parks and Recreation Department staff and volunteers to develop and maintain park and recreational programs.**

- 8.14.2 The City shall provide a level of funding to maintain and enhance the best park system the City can afford.**

PROGRAMS:

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8.14.2.1 As per City ordinance, the City shall continue to require the dedication of land and/or payment of in-lieu fees from new subdivisions; and should re-evaluate the ordinance to require fees from new discretionary developments where appropriate. The City may also address park development needs as an element in a development agreement for new construction.

8.14.2.2 The City shall solicit state open-space, park and recreation, and access grants to acquire park land and/or to expand and develop the City's existing park facilities.

8.14.2.3 Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisitions, maintenance, and operation of park and recreational facilities. The Recreation Commission and/or Parks and Recreation Director should solicit volunteer efforts and private financial resources.

8.14.3 The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

PROGRAMS:

8.14.3.1 The City shall coordinate with local schools to determine when and under what conditions school facilities can be used by the public. This information shall be made available to the public as part of the city's park and recreation system.

8.14.4 Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses.

PROGRAMS:

8.14.4.1 The City shall locate and design park and recreation areas to provide for ease of access to pedestrians and bicyclists by incorporating trails, paths, sidewalks, and/or bicycle lanes. This program should be incorporated into a master park and recreation plan.

8.14.4.2 Wind breaks shall be considered for new park and recreational projects in areas determined to be susceptible to prevailing wind. Design and siting of windbreaks shall be reviewed and approved during the development review process.

9. IMPLEMENTATION PROGRAM

The King City general plan, and particularly this Land Use Element, shall be implemented through a variety of measures. These include, but are not limited to, the use of the Zoning Ordinance, Annexation and Pre-Zoning, Specific Plans, Subdivision Regulations, Development Agreements, Capital Improvements, the Williamson Act, and redevelopment. Each of these measures is discussed briefly below:

9.1 Zoning Ordinance

The City's application of zoning regulations are the primary way in which the general plan is implemented. All property within the city limits, both public and private, is subject to zoning regulations. The Zoning Ordinance, Title 17 of the Municipal Code, contains two types of regulations: Those

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Table 6: General Plan Land Use Categories and Zoning District Consistency Matrix

LUE Category	LUE Category Name	Compatible/Consistent Zoning ¹
Residential²		
LDR	Low Density Residential (≤ 7 d.u./ac.)	R-1 Low Density Residential
MDR	Medium Density Residential (≤ 12 d.u./ac.)	R-2 Medium Density (Duplex) Residential
MHDR	Medium High Density Residential (≤ 18 d.u./ac.)	R-3 Medium High Density (Multiple) Residential
HDR	High Density Residential (≤ 24 d.u./ac.)	R-4 Multiple Family Residential
-MHP	Mobilehome Park Overlay	R-2-MH Mobilehome Park *
PD	Planned Development	P-D Planned Development
Commercial		
FC	Freeway Commercial	F-S Freeway Service Commercial
HC	Highway Commercial	H-S Highway Service Commercial
RC	Retail Commercial	C-1 Retail Commercial
NC	Neighborhood Commercial	C-N Limited Neighborhood Commercial
GC	General Commercial	C-2 General Commercial
-T	Transitional (Combining)	C-1-TD or RC-TD Commercial/Transition
Industrial		
LI	Light Industrial	M-1 Light Industrial *
GI	General Industrial	M-2 General Industrial* M-3 Heavy Industrial*
Other		
PQ	Public/Quasi-Public ³	PQ Public/Quasi-Public Facilities* O Open Space
OS	Open Space	O Open Space PQ Public/Quasi-Public Facilities*
AG	Agricultural	A Agricultural O Open Space
UR	Urban Reserve	Not zoned (outside municipal boundaries) ⁴

* Recommended New Zoning District -- Notes on next page are part of this table.

Notes to Table 6 (see previous page):

- 1. Any zoning district may also be subject to one of the "Combining Districts" such as B/Lot Size, S-C Scenic Highway, A-P Airport, or -TD Transition District.*
- 2. Note: The general plan incorporates recommended new density limits for each of the four major residential land use categories. In addition, a new "-MHP" zoning overlay district is recommended to accommodate mobile home parks.*
- 3. Note: A new "PQ" Public Facilities zoning district is recommended to correspond to the general plan Land Use Category of PQ Public/Quasi-Public. This district will encompass public buildings such as City Hall; County offices; public schools; parks and recreation facilities; the developed parts of the fairgrounds, rodeo grounds and golf course; and the airport.*
- 4. Properties located outside the City limits are not subject to any City zoning. When an annexation is considered, a general plan amendment and pre-zoning and/or Specific Plan must be included within the application.*

As noted above, State law requires that the City's zoning regulations be consistent with its general plan. In addition, when the Zoning Ordinance requires that a particular use receive a use permit from the City prior to its establishment within a zone, issuance of a use permit is also required to be consistent with the general plan.

8.2 Annexation and Pre-Zoning

Any decision to annex property into the City will also require that: 1) The property must lie with the "Sphere of Influence" of the city, according to LAFCO, and 2) The City must apply "pre-zoning" to the property. Under this procedure, the City considers the general plan land use category established in this Land Use Element and adopts an ordinance amending its zoning map to apply a zoning district consistent with the general plan to property that is being considered for annexation. The zoning district(s) in the pre-zoning proposal must be consistent with the general plan. The City may also require that a Specific Plan be prepared along with any annexation request (see next sub-section).

8.3 Specific Plans

Although King City has not previously utilized Specific Plans, there is provision under the State Planning law that enables a city or county to require that a Specific Plan be prepared for any area within the community. Specific Plans must have certain content required by law, and must be accompanied by an Environmental Impact Report under the California Environmental Quality Act. They generally enable the City to plan an area in more detail, particularly with reference to street extensions, densities, open space, and utility infrastructure. If the City were to require a Specific Plan, any such plan must also be consistent with this general plan prior to adoption. Here again, a Specific Plan is a tool for implementation of the general plan. In fact, a Specific Plan is one of the most useful mechanisms for achieving a sound planning process in a newly-developing neighbor-

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hood, particularly one that includes multiple properties, or where there are complex issues of traffic circulation, land use mix, or resource management.

8.4 Subdivision Regulations

In addition to the zoning regulations, the City requires any subdivision of property, as defined by the State Subdivision Map Act, to conform to its general plan and zoning. A finding must be made as to consistency with the general plan when the tentative tract map or parcel map is approved. If the subdivision is, for any reason, found not to be consistent with the general plan, a subdivision must be denied. In making this finding, the City must consider not just the basic densities established in the general plan and zoning, but also the policies established in this part of the plan.

8.5 Development Agreements

The City is empowered under State law to enter into "development agreements" with property owners where both parties mutually agree that it is desirable to bind them into a contractual arrangement. Typically, this is done where commitments that the City is asking of a developer, or offering to a developer, are outside of the scope of the "typical" process. Any such agreement must be found consistent with the general plan. While development agreements are seldom used except in very large projects, there are occasions where it is desirable on the part of both parties to fix in writing the obligations and commitments that will lead to the most effective development of the property.

8.6 Capital Improvements

State law requires that a city and county adopt an annual "Capital Improvement Program" or CIP in order to guide the development of "infrastructure" or large public outlays such as police or fire stations, municipal buildings, water or wastewater facilities, etc. Development of new sewer lines, roads or bridges, or other capital facilities must also be consistent with the general plan. In many cases, decisions on these types of facilities will require consideration of the other elements of the general plan (particularly the Circulation Element).

8.7 Williamson Act (California Land Conservation Act of 1965)

Monterey County has entered into numerous "Williamson Act contracts" with agricultural land owners in the farmlands surrounding King City. These contracts provide property tax relief to the owners, in exchange for an agreement not to seek development of the property for a 10-year period. Although the City does not offer such contracts, it is possible to do so. In addition, the City is often asked to comment by the County when a contract is being considered on unincorporated farmland near the city limits. The Williamson Act also provides a means for the City to protest the execution of any contract within 3 miles of its city limits; where such a protest is filed, the City may nullify the contract upon annexation of the property. It is this general plan that should guide the City's deci-

sions whether to establish a Williamson Act program in the future, whether to execute any contract, or whether to protest the County's execution of a contract.

8.8 Redevelopment

The City has an established Redevelopment Agency, which is governed by the City Council, and which enables the City to use Tax Increment Financing and to plan and implement a Redevelopment Plan within a designated area of the City. The Redevelopment Plan must be consistent with this general plan. Municipal projects that are developed in support of the Redevelopment Plan must also be consistent with this plan.

As seen above, the City has a variety of tools that are available to implement this general plan. The most important ingredient for any community to apply in assuring that a general plan is a viable "vision" of its future, however, is the active support and participation of its citizens. In order to obtain that support, all of the City's decision-makers must maintain a commitment to continued work on the plan and to a greater understanding of how planning can shape the community.

8.9 Special Policy Area Master Planning

This Land Use Element proposes a "Special Policy Area" in an area bordered by Broadway Street, Canal Street, and Highway 101. Within this area, there are currently a mix of retail commercial uses along Broadway Street and Franciscan Way, as well as public facilities such as Mee Memorial Hospital and the County Sheriff's facility. Because the Hospital is one of the major property owners within this area, the Land Use Element calls for a Master Plan to assure compatibility among existing and future uses, and to provide that ambient levels of traffic, noise, and air quality shall be consistent with the hospital's requirements. The Master Plan will be prepared as a cooperative effort of area property owners, including the Hospital, and the City. Issues that the Master Plan will seek to resolve include, but are not limited to, the following: Appropriate types and intensity of commercial and public facility uses; traffic circulation; building setbacks and urban design; sign controls; and utilities (e.g., water, sewer, drainage, and undergrounding of electrical utilities). The proposed Master Plan shall follow the following procedures: 1) Provide public notice to all property owners on the latest assessment rolls within the Special Policy Area; 2) Establish spatial needs and requirements of the hospital and related medical service providers; 3) Inventory existing land uses and project future commercial or public facility development potential; 4) Formulate plan proposals, including any modifications to existing zoning districts, development standards, setbacks, circulation improvements, or sign controls; 5) Prepare any traffic, air quality, and noise impact studies as warranted; 6) Hold at least one public hearing before the Planning Commission. (Additional hearings shall be held as required to conform with any proposed amendments to this general plan or zoning).

9. RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

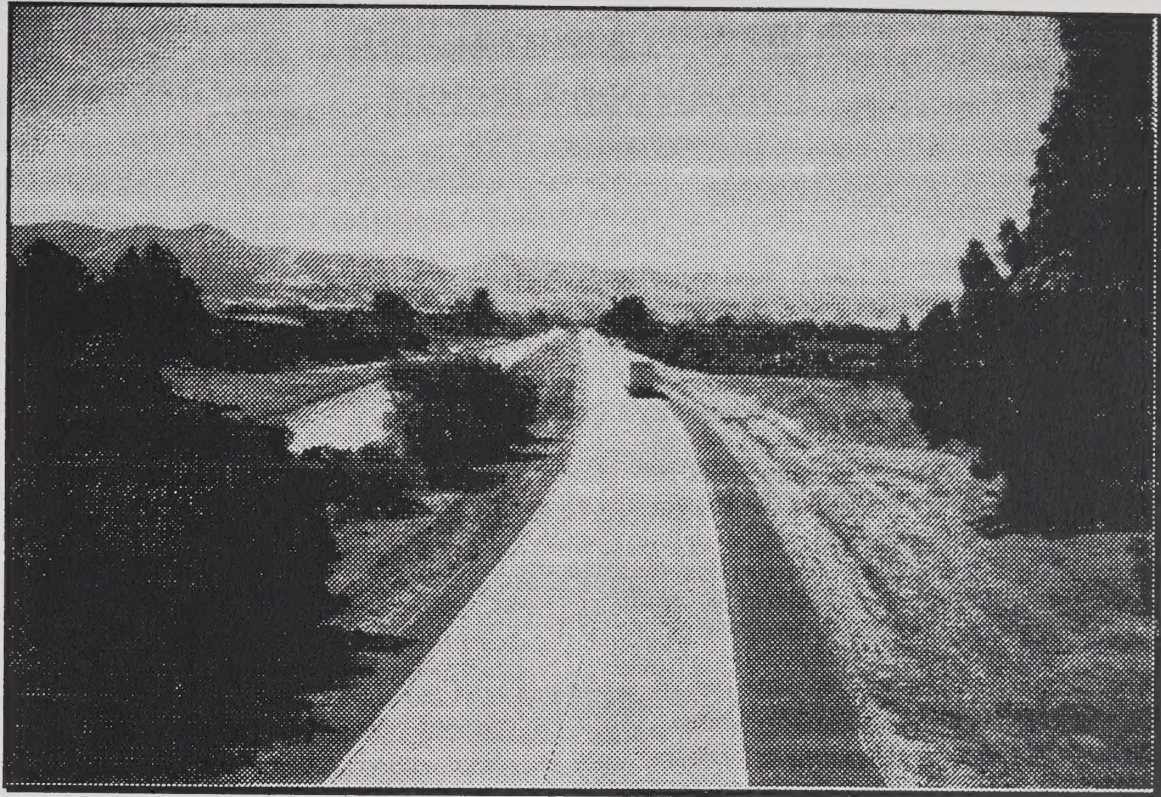
As noted in the introduction to the Land Use Element, this general plan is comprised of seven required "elements", of which the Land Use Element is only one. The others are Circulation, Housing, Open Space, Conservation, Noise, and Safety. Each of these elements deals with a different set of issues, but all bear a certain relationship to the others. The following will briefly summarize the key issues of the other seven elements of the general plan, and their relationships to this Land Use Element:

- Circulation Element: Closely correlated with the land use element, identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transportation facilities and issues. Relies upon the Land Use Element in order to establish trip generation and needed road and intersection capacity.
- Housing Element: A comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies the City's policy for providing adequate and affordable housing and includes specific action programs for this purpose. Relies upon the Land Use Element for information on land availability and density.
- Conservation Element: Addresses the conservation, development, and use of natural resources including water, soils, rivers, and mineral deposits. Relies upon the Land Use Element to establish need for developing or conserving water resources, protection of prime agricultural lands, and specifying compatible uses for important resource areas.
- Open Space Element: Details plans and measures for preserving important open space lands for natural resources, managed production of resources, outdoor recreation, public health and safety, and visual amenity. Clear relationship to Land Use Element with respect to agricultural lands, wetlands and riparian areas, etc.
- Noise Element: Identifies and appraises noise problems within the community, and forms the basis for distribution and segregation of land uses based upon their noise compatibility.
- Safety Element: Establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards. Requires information from the Land Use Element as to floodplain policies, fire and police protection, and designation of hazardous areas.
- Economic Development Element: Presents a strategy for continued, sustainable growth of the economic base of the community through job development in key industrial and service sectors, and through positioning of the city with respect to regional employment trends. The Land Use Element provides the necessary allocation of "M" zoned property in order to assure that continued economic growth would not be constrained by inadequate land area.

10. PROCESS OF ADOPTION

This Land Use Element was considered by the following units of government within King City on the dates shown, and provisionally adopted as the project description for an Environmental Impact Report on the following dates:

<u>Hearing Body</u>	<u>Date of Adoption</u>
Planning Commission	October 21, 1997
City Council	October 28, 1997



King City General Plan CIRCULATION ELEMENT



KING CITY
C A L I F O R N I A

Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
Circulation Element
November, 1998

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1.0 Purpose And Scope

For almost 60 years, State law has required that each city and county in California adopt a general plan (originally called "master plans" in the 1937 enabling legislation). The law was amended in 1955 to require land and circulation "elements" of a general plan. Although there are now seven required "elements", these two elements are usually considered to be the core of any general plan.

The Circulation Element, according to the law, is to consider "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The Circulation Element is not simply a transportation plan; it deals with the most basic and fundamental infrastructure of a community: Streets, sidewalks, bicycle lanes, intersections, traffic signals, driveways and other access roads, and even the routing of certain drainage and utility rights of way. As such, the community can use the Circulation Element to begin to address issues of noise and safety, neighborhood preservation, downtown vitality, transit needs, truck routes, and even wheelchair accessibility.

1.1 Circulation Planning in King City's Past and Future

The King City General Plan Circulation Element was last updated in January 1988. Since then, the City's planning area has experienced considerable growth in population, employment and vehicular traffic on City

owned streets as well as County roadways and State Highway 101 in the general vicinity. In addition, many of the land use assumptions originally used in the 1988 General Plan have changed. It is, therefore, necessary to update the Circulation Element to account for these socio-economic changes, and to provide a solid basis upon which the City of King can make sound planning decisions.

This document provides a quantitative planning-level analysis of existing and General Plan buildout daily traffic volumes on City street segments as well as County roadways providing access to the City and State Highway 101. In addition, daily traffic volumes are used to evaluate signal warrants at intersections on major thoroughfares such as First Street and Broadway Street.

Traffic circulation is evaluated including alternatives for future streets such as the First Street Bypass. Alternative alignments of the proposed First Street Bypass are discussed. Recommendations are developed for improvements to the future street network, including the First Street bridge widening.

Finally, this Circulation Element will set forth a series of policies and programs regarding the future of transportation and circulation in King City. These policies and programs mirror and complement other policies and programs in the general plan for land use, housing, noise, open space, and safety.

1.2 King City Planning Area

King City is located in the southern portion of the Salinas Valley in Monterey County. The Gabilan mountain range borders the valley on the east and the Santa Lucia Mountain Range lies to the west. The two communities closest to King City are Greenfield (10 miles northwest), and San Lucas (7 miles southeast).

Incorporated in 1911 with 699 residents, King City now has a population of over 10,000. Lands within the planning area of King City consist of approximately 6,042 acres (9.4 square miles). Lands within the city limits consist of approximately 1,812 acres (or 2.8 square miles). See Figure C-2 on the following page.

1.3 Public Participation

Copies of the draft Circulation Element were available for public review at city hall, and at the library prior to each public hearing held in order to review the drafts. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the Circulation Element, public comments were received at two planning commission hearings and one city council hearing.

In addition, copies of the draft Circulation Element were distributed to local offices of several State and County agencies for their review and comment.

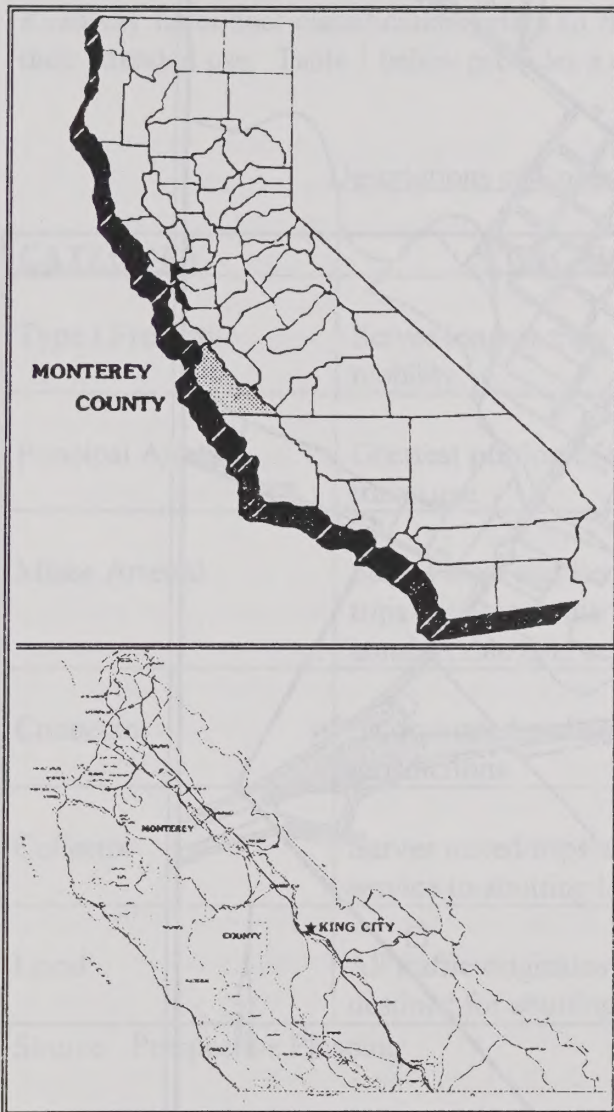
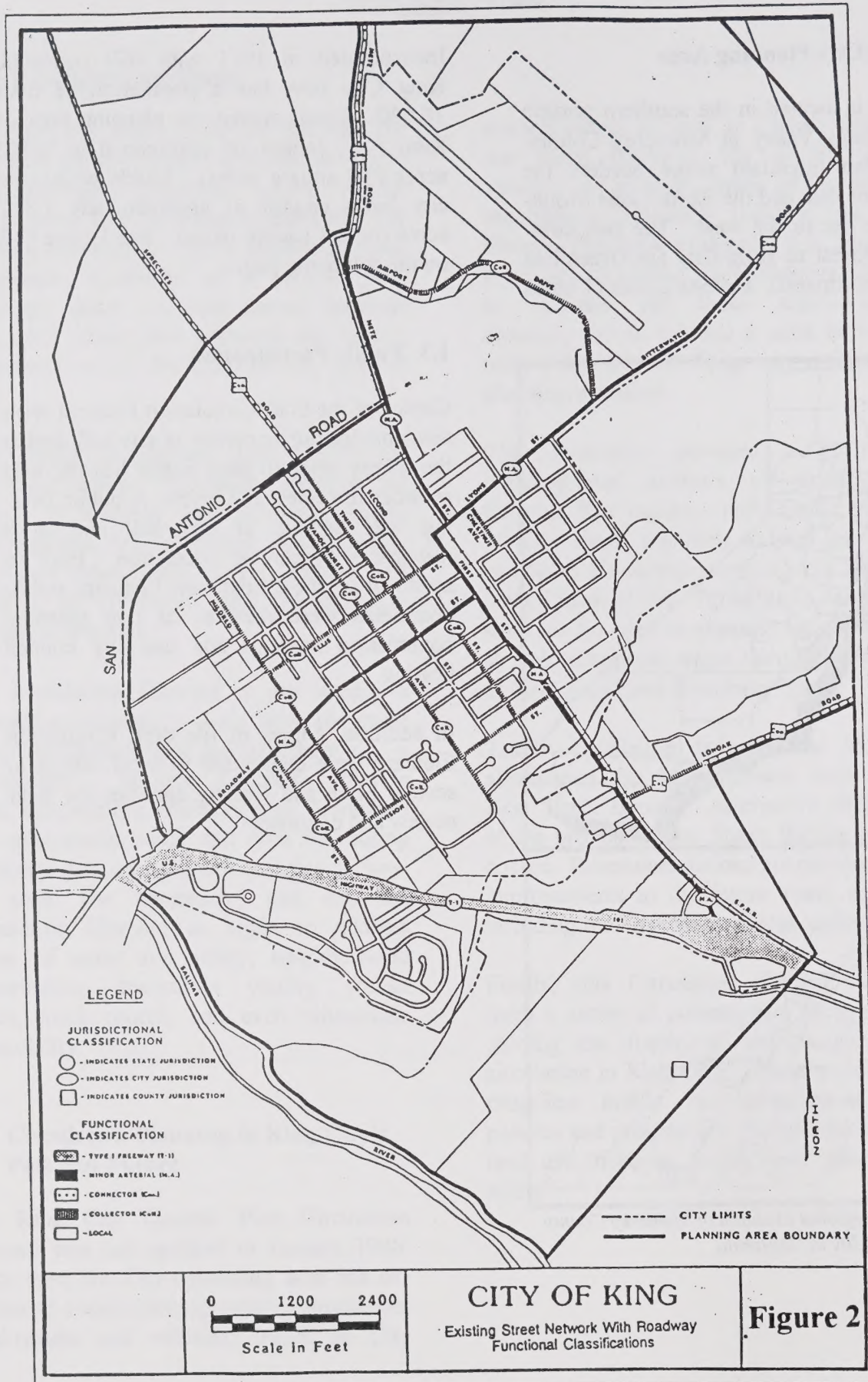


Figure C-1: Regional Location of Monterey County and King City in California



2.0 Existing Traffic Conditions

This section of the Circulation Element will describe the existing transportation system, including roadways, intersection controls, and traffic volumes. The current system of City streets, highways, railroads, bikeways and trails within and leading to King City provides vital multi-modal transportation service to all land uses within the King City planning area. As future development and annexation take place, improvements to the existing transportation facilities and services are required to continue to adequately service increasing travel demand.

2.1 Roadway Functional Classifications

Roadway functional classification refers to the type of roadways, and includes a description of their intended use. Table 1 below provides a description of roadway function classifications.

Table 1:
Descriptions of Roadway Functional Classification

<u>CATEGORY</u>	<u>FUNCTION</u>	<u>CHARACTERISTICS</u>
Type I Freeway	Serves longest trips with highest mobility.	Connects states, regions, and metropolitan areas.
Principal Arterial	Greatest portion of through travel use.	Includes all higher-volume streets except those serving short trips.
Minor Arterial	Serves local and long-distance trips with moderate mobility and considerable land access.	Connects less concentrated traffic-generating areas such as schools, neighborhoods and shopping areas.
Connector	Incorporated and unincorporated jurisdictions.	Collects traffic from neighborhoods and rural areas.
Collector	Serves mixed trips and provides service to abutting land.	Collects traffic from local streets.
Local	All traffic originates from or is destined for abutting lands.	All other rural and local access roads.

Source: Perspective Planning

State Highway 101 is a Type I, limited-access freeway that is maintained by the State Department of Transportation (CalTrans). All other streets in the planning area are owned and maintained by King City, except for those streets outside city limits which are maintained by the County of Monterey.

The five arterial streets in the planning area include:

1. Bitterwater Road
2. Broadway Street
3. First Street
4. Metz Street
5. San Antonio Road

There are thirteen collector streets in the planning area, including:

1. Canal Street
2. Division Street
3. Lonoak Road
4. Mildred Avenue
5. Spreckels Road
6. Third Street
7. Airport Drive
8. Ellis Street
9. Vandenhurst Avenue
10. River Drive
11. Franciscan Way
12. Willow Street
13. King Street

The remaining City streets are classified as local streets and primarily serve abutting land uses, particularly residential use.

The existing street network with roadway functional classifications is shown in Figure C-2 on the following page. Daily vehicular carrying capacities on various roadways are provided in Appendices A and B.

2.2 Existing Street Network

Streets and highways within the King City planning area that are included in this study are listed in alphabetical order as follows:

Airport Drive is a two lane collector street that serves the Airport and various industrial properties.

Bitterwater Road is a two lane east-west arterial street adjacent to the Airport.

Broadway Circle is a two lane local street south of the Highway 101/Broadway Street interchange. The northern terminus of Broadway Circle is connected to Highway 101 southbound on and off-ramps at Broadway Street.

Broadway Street is a two lane east-west arterial street with left turn channelization. Broadway Street is the major thoroughfare from First Street in downtown to Highway 101 at its western terminus. Located at the northwest corner of Broadway Street and Mildred Street is King City High School.

Canal Street is a two lane north-south collector street that connects Broadway Street with Highway 101.

Division Street is a two lane east-west collector street parallel to Broadway Street and intersects with Canal Street, Mildred Street, Third Street and First Street. Division Street provides access for San Lorenzo Middle School and for the Monterey County Fairgrounds.

First Street is a two lane north-south arterial street with left turn channelization in the downtown area. First Street is the major thoroughfare from Ellis Street in downtown to Highway 101 at its southern terminus. It also provides truck access from the southern reach of Highway 101 to the Airport (East Ranch) Industrial Park. The First Street bridge is rather limited with respect to its paved width and right-of-way at the San

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Lorenzo Creek crossing south of Division Street. The Southern Pacific railroad track is adjacent to First Street and Metz Road.

Highway 101 is a four lane freeway that provides regional access for King City and provides statewide and interstate access for the movements of people, goods and services. Highway 101 also carries a significant amount of inter-regional automobile and truck traffic. Full interchange access on Highway 101 is provided at Broadway Street, Canal Street and First Street.

Lonoak Road is a two lane east-west collector street east of First Street. Outside the City limit, Lonoak Road functions as a two lane rural road.

Metz Road is a two lane arterial street with left turn channelization at San Antonio Road and Airport Drive. North of Airport Drive, however, Metz Road functions as a two lane rural road.

Mildred Avenue is a two lane north-south collector street which extends from San Antonio Road and the frontage road north of Highway 101. Mildred Avenue provides an access route for the Del Rey and Santa Lucia Elementary Schools.

River Drive is a two lane local street that provides access for the residential areas south of Highway 101 between the Broadway Street-Broadway Circle and Canal Street interchanges.

San Antonio Road is a two lane arterial street with left turn channelization. It currently forms part of a loop road that extends northerly from Broadway Street at the Highway 101 interchange to Willow Street, then easterly to Mildred Avenue and Third

Street and terminates at Metz Road. Across Metz Road, East San Antonio Road leads through the East Ranch Industrial Park and loops through to Bitterwater Road.

Spreckels Road is a two lane north-south rural road north of the City limit. Its southern terminus is at San Antonio Road, but connects to Third Street to continue into downtown King City.

Third Street is a two lane north-south collector street between San Antonio Road and Division Street. Third Street also crosses with Ellis Street and Broadway Street.

2.3 Existing Traffic Volumes

Existing two-way total daily traffic volumes (ADT) on the street network are estimated using the latest traffic count data from several sources including the 1988 Circulation Element, Monterey County, California State Department of Transportation (CalTrans), Association of Monterey Bay Area Governments (AMBAG) and two traffic studies recently completed by Keith B. Higgins & Associates, Inc. In some instances where ADT counts are unavailable, ADT's are derived from peak hour volumes using a factor of 10. For consistency between daily traffic count data collected in different years, an annual growth factor of 4 percent is applied to some of the count data to establish the existing ADT for 1995/1996.

The construction of San Antonio Road between Broadway Street and Metz Road was recently completed. San Antonio Road functions as a loop road on the northwest side of the City and serves to divert traffic from Broadway Street and its cross streets. Additional traffic count data collected at the

San Antonio/Broadway Street intersection, subsequent to the completion of San Antonio Road, confirms the anticipated shift in the traffic circulation pattern.

Table 2 on the following page illustrates the ADT's on street segments and Highway 101 under pre-San Antonio and post-San Antonio Road Extension.

2.4 Existing Traffic Operating Conditions

Existing traffic operating conditions on street segments and State Highway 101 are identified by level of service (LOS) using ADT's under the post-San Antonio Road Extension. As shown in Table 2, most street segments and State Highway 101 currently operate in free flow conditions (LOS A or B) with minimal vehicular delays. River Drive, which is a local street, operates at a stable condition (LOS C) when considered for neighborhood quality-of-life.

2.5 Signal Warrant Evaluation

Intersections within the City planning area are controlled by traffic signals, STOP signs or YIELD signs. Currently, the only signalized intersection is located at San Antonio Road/Broadway Street. All other intersections are controlled by STOP or YIELD signs at the minor approaches. A total of nine unsignalized intersections are evaluated for daily signal warrants using ADT's estimated from count data on adjacent or nearby street segments. As shown in Table 3 below, ADT's on none of the nine intersections meet CalTrans daily signal warrant requirements. A sample CalTrans signal warrant worksheet is attached in Appendix C.

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Table 2:

AVERAGE DAILY TRAFFIC VOLUME (ADT) & LEVEL OF SERVICE (LOS) SUMMARY EXISTING CONDITIONS

STREET SEGMENT	DESCRIPTION	COUNT SOURCE	EXISTING ADT COUNT		LOS
			PRE- SAN ANTONIO ROAD EXTENSION	POST- SAN ANTONIO ROAD EXTENSION	
1. AIRPORT DRIVE a. Metz - Bitterwater	2 Lane Collector	2	970	970	A
2. BITTERWATER ROAD a. North of Industrial Way	2 Lane Rural Highway	2	800	800	A
3. BROADWAY CIRCLE a. South of Highway 101	2 Lane Collector	2	6,130	6,130	B
4. BROADWAY STREET a. First - Second b. San Lorenzo - Mildred c. Mildred - Canal d. North of San Antonio e. South of San Antonio	2 Lane Arterial 2 Lane Arterial 2 Lane Arterial 2 Lane Arterial 2 Lane Arterial	2 1 1 2 2	2,870 7,570 9,700 8,090 500	2,090 6,790 8,140 6,530 500	A A A A A
5. CANAL STREET a. South of Broadway b. North of Highway 101 c. South of Highway 101	2 Lane Collector 2 Lane Collector 2 Lane Collector	5 5 5	5,000 5,200 4,890	5000 5,200 4,890	A A A
6. DIVISION STREET a. Canal - First	2 Lane Collector	5	2,600	2,600	A
7. FIRST STREET a. Broadway - Ellis b. Bassett - Broadway c. South of Division Street d. North of Highway 101 e. South of Highway 101	2 Lane Arterial 2 Lane Arterial 2 Lane Arterial 2 Lane Arterial 2 Lane Arterial	2 2 7 2 2	4,570 5,300 3,840 3,750 730	3,790 5,300 3,840 3,750 730	A A A A A
8. FIRST STREET BYPASS a. Bitterwater - Lonoak b. Lonoak - Highway 101	Future Future		N.A. N.A.	N.A. N.A.	N.A. N.A.
9. HIGHWAY 101 a. South of First b. First - Canal c. Canal - Broadway d. North of Broadway	4 Lane Freeway 4 Lane Freeway 4 Lane Freeway 4 Lane Freeway	4 4 4 4	14,800 13,650 17,200 24,300	14,800 13,650 17,200 24,300	A A A A
10. HIGHWAY 101/BROADWAY INTERCHANGE a. Northbound off ramp b. Northbound on ramp c. Southbound off ramp d. Southbound on ramp	1 Lane Ramp 1 Lane Ramp 1 Lane Ramp 1 Lane Ramp	2 2 2 2	1,100 4,800 4,800 1,400	1,100 4,800 4,800 1,400	A A A A
11. HIGHWAY 101/CANAL INTERCHANGE a. Northbound off ramp b. Northbound on ramp c. Southbound off ramp	1 Lane Ramp 1 Lane Ramp 1 Lane Ramp	6 6 6	1,050 2,600 2,850	1,050 2,600 2,850	A A A

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Table 2, cont.

AVERAGE DAILY TRAFFIC VOLUME (ADT) & LEVEL OF SERVICE (LOS) SUMMARY EXISTING CONDITIONS

STREET SEGMENT	DESCRIPTION	COUNT SOURCE	EXISTING ADT COUNT		LOS
			PRE-SAN ANTONIO ROAD EXTENSION	POST-SAN ANTONIO ROAD EXTENSION	
d. Southbound on ramp	1 Lane Ramp	6	850	850	A
12. HIGHWAY 101/FIRST ST. INTERCHANGE					
a. Northbound off ramp	1 Lane Ramp	2	1,200	1,200	A
b. Northbound on ramp	1 Lane Ramp	2	1,550	1,550	A
c. Southbound off ramp	1 Lane Ramp	2	1,450	1,450	A
d. Southbound on ramp	1 Lane Ramp	2	800	800	A
13. LONOAK ROAD					
a. East of First	2 Lane Rural Highway	3	150	150	A
14. LYONS STREET					
a. East of Metz	2 Lane Arterial	2	2,200	2,200	A
b. Ellis - Metz	2 Lane Arterial	2	4,570	4,570	A
15. METZ ROAD					
a. North of Airport	2 Lane Rural Highway	2	1,100	1,100	A
b. Airport - San Antonio	2 Lane Rural Highway	2	2,400	2,400	B
c. San Antonio - Lyons	2 Lane Rural Highway	2	2,890	2,890	B
16. MILDRED AVENUE					
a. Bassett - Broadway	2 Lane Collector	1	1,600	820	A
b. Broadway - Ellis	2 Lane Collector	1	4,490	3,710	A
c. South of San Antonio	2 Lane Collector	1	990	990	A
17. RIVER DRIVE					
a. Rio Vista - Broadway Circle	2 Lane Local Road	5	1,460	1,460	C
18. SAN ANTONIO ROAD					
a. North of Broadway	2 Lane Arterial	1	240 *	3,370	A
b. South of Third Street	2 Lane Arterial	1	2,570 *	4,140	A
c. Third - Metz	2 Lane Arterial	2	2,570 *	4,140	A
d. Metz - Bitterwater	Future		N.A.	N.A.	
19. SPRECKLES ROAD					
a. North of San Antonio	2 Lane Rural Highway	3	700	700	A
20. THIRD STREET					
a. Broadway - San Antonio	2 Lane Collector	5	5,200	5,200	A
TOTAL			200,040	199,290	

Note: PM peak hour volumes obtained from sources #1 and #2 are expanded by a factor of 10 to estimate daily volumes.
Daily volumes obtained from sources #5 and #7 are adjusted to 1995 level using a growth factor of 4% per year.
Daily volumes on Pre-San Antonio Road Extension are obtained from recent traffic studies.

Source: 1. Riverview Gardens Townhomes Traffic Impact Study, Keith B. Higgins & Assoc., Inc., June 27, 1995
2. Airport Industrial Park Traffic Study, Keith B. Higgins & Assoc., Inc., May 31, 1995.
3. 1994 Annual Average Daily Traffic, Monterey County Department of Public Works Traffic Engineering.
4. 1994 Traffic Volumes, State of California Department of Transportation.

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Table 3:
Signal Warrant Summary Based on Average Daily Traffic Volumes (ADT)
(Existing Conditions)

MAJOR APPROACH		MINOR APPROACH		Warrant 1 Minimum Vehicular Requirements [1]		Warrant 2 Interruption of Continuous Traffic [2]		Warrant 3 Combination [1] & [2]	Total No. of Warrants Met
Street Segment	ADT /a/	Street Segment	ADT /b/	Meet Signal Warrant?	Fulfill 80% or more?	Meet Signal Warrant?	Fulfill 80% or more?	Meet 80% of Both Warrants?	
1. Broadway St	6,530	I-101 NB Ramps	1,100	No	Yes	No	No	No	0
2. Broadway St	8,140	Canal St	3,000	Yes		No	No	No	0
3. Broadway St	7,470	Mildred Ave	1,860	No	Yes	No	No	No	0
4. Third St	5,200	Broadway St	2,190	No	No	No	No	No	0
5. First St	4,550	Broadway St	1,460	No	No	No	No	No	0
6. San Antonio Rd	4,140	Third St	3,120	No	No	No	No	No	0
7. San Antonio Rd	4,140	Metz Rd	1,590	No	No	No	No	No	0
8. Lyons St	2,400	Metz Rd	1,730	No	No	No	No	No	0
9. Airport Dr	970	Bitterwater Rd	480	No	No	No	No	No	0

Note /a/ Daily traffic volumes (ADT) on major street (total of both approaches).

/b/ Daily traffic volumes (ADT) on higher volume minor street approach (one direction only). The higher volume approach is assumed to be 60% of the roadway volume (2-way total).

Source: Keith Higgins and Associates

3.0 Other Transportation and Circulation Issues

The Circulation Element is required to address several issues besides vehicular traffic, although automobiles are the most dominant form of transportation. Issues to be addressed in this plan include parking; transit, rail and air passenger services; commercial freight shipping; and non-motorized transportation.

3.1 Parking

Most parking demand is generated by retail businesses. The retail commercial areas of King City are concentrated along Broadway Street, particularly between First Street and Vandenhurst Avenue; and in the King City Center at Canal Street and Franciscan Way.

In the traditional "downtown" area along Broadway Street, most parking is provided on-street both on Broadway Street and its various side streets. A few large businesses such as major banks have developed private off-street parking on their premises, but most

parcels and businesses are too small to accommodate off-street parking or loading areas. Shoppers park as close as possible to the front of the business they wish to patronize. Since the downtown is relatively small-scale with several vacant lots, parking is usually easy to find.

Between Third Street and First Street, parking is aligned diagonally from the curb rather than parallel. This arrangement maximizes the number of spaces and reduces traffic speeds. Parking is limited to two hours, but is unmetered and time limits are not strictly enforced.

Parking does not appear to be a substantial problem at the more newly-developed shopping areas, including the King City Center. The City's Zoning Ordinance requires a minimum number of off-street parking and loading spaces based upon various categories of commercial uses and the floor area of all proposed uses. These spaces are usually provided on-site, although the ordinance does permit off-site parking to be developed -- even within contiguous properties not zoned for commercial use.

3.2 Transit, Rail, and Air Passenger Services

In King City, there are only three forms of public transit:

- Internal "dial-a-ride" trips are provided by King City Transportation Company under contract with the City. This system provides an average of 50 trips per day, and operates on an as-needed basis between 8:00 a.m. and 5:00 p.m. The system is supported by fares, and

from the Monterey County Transportation Agency.

- Regional bus service is provided by Greyhound Lines, Inc., with four daily buses in each direction arriving and departing from 316 First Street.
- Finally, South County Transit provides commuter service three times daily on weekdays between King City and Salinas.

There is no scheduled rail or air service from King City. The nearest Amtrak station with a passenger depot is located in Salinas, approximately 50 miles north of King City. The nearest airport with commercial airline service is the Monterey Peninsula Airport, located on Highway 68 between Salinas and Monterey and about 60 miles from King City.

General aviation facilities are available at Mesa del Rey Airport within the King City municipal boundaries. This airport is owned and operated by the city with a contract to a fixed base operator. It consists of one runway approximately 4,500 feet in length. There is no control tower, so incoming and outgoing flights operate under visual flight rules. Terminal facilities include a service and maintenance hangar for the FBO, two storage hangars with a capacity for 18 aircraft, and uncovered tie-downs for an additional 58 aircraft.

Airports are also operated by the cities of Salinas and Paso Robles, both about 50 miles from King City. Both Salinas and Monterey Peninsula Airports have several aircraft charter and rental services for passenger or freight.

3.3 Freight Shipping Services

King City originally came into being when Southern Pacific Railroad Company established "Kings Station" in July, 1886. Since then, the community has served as a major processing, packing, and shipping point for the agricultural products of the southern Salinas Valley. Southern Pacific still provides freight service in King City, although most products are now shipped by truck.

The following firms are presently involved in trucking fresh or processed vegetables, grains, or other agricultural commodities from King City: Basic Vegetable, Cal Compack Foods; Creekside Farms; Frudden Produce; L.A. Hearne Warehouse Company; J.T. Larson Co.; Meyer Tomatoes; and Pacific Valley Harvesting. In addition, the Wm. J. Clark Company is a major local trucking firm for sand and gravel products.

3.4 Non-Motorized Transportation

Besides the private automobile, King City residents also rely upon bicycles or walking for internal transportation. The compact size of the city, and its relatively flat topography, facilitate the use of these two alternate modes of transportation. Besides the benefits to personal health, bicycling and walking also help conserve fossil fuels, reduce air pollution, and save wear and tear on the road system.

There are no striped or signed bicycle lanes within King City, nor are there any designated hiking or horse trails within the community. Sidewalks do exist, however, along almost all of the streets throughout the city. This Circulation Element will serve to promote the use of alternate, non-motorized transportation where appropriate.

4.0 Circulation System Planning and the Land Use Element

This section of the Circulation Element will provide a forecast of future traffic conditions under conditions of the projected buildout, as provided by the Land Use Element of the general plan. The land use and circulation elements must be considered together as an integrated and mutually-supportive set of goals. In order to assure this integration, consultants for the city have developed a traffic model that provides detailed estimates of future traffic volumes under reasonable assumptions of growth, including annexations and build-out of existing parcels.

**4.1 Buildout Traffic Conditions/
Approach and Methodology**

A traffic model was developed to provide planning-level forecasts of travel demand and level of service analysis of daily traffic volumes. The traffic model utilizes user defined parameters and formulae to calculate trip generation, distribution and assignment and to calibrate the existing model volumes to existing daily traffic counts. User defined parameters and formulae were designed based on existing traffic distribution patterns, traffic assignment data from the Transportation Agency for Monterey County (TAMC), and from regional and local circulation patterns.

The City planning area is divided into Traffic Analysis Zones (TAZ's) to aggregate land use and better define vehicle trip origins and destinations. Existing and buildout assessor parcel data are compiled by TAZ and land use. Daily trip generation is determined using land use quantities and daily trip rates. Existing trips generated are distributed and assigned to the street network. Trip distribution and assigned travel path assumptions are refined in calibrating existing model volumes. Future growth in traffic is distributed and assigned to the study street network and then added to the existing traffic counts to establish the buildout traffic volumes.

4.2 Land Use Classification

King City land use is grouped under several classifications. The classification system is presented in Appendix D, and is further discussed in the Land Use Element of the general plan.

For the purpose of this Circulation Element, residential land use was calculated using either the average number of dwelling units per parcel or allowable density per net acre, not gross acreage. Under any one category of residential use, the gross acreage on a parcel may vary widely. Low density or single family category is assumed to have one dwelling unit per parcel. Duplexes are assumed to have two dwelling units per parcel. Other rental apartments, condominium and group quarters have higher densities.

4.3 Land Use Data Analysis

The King City planning area was divided into 14 Traffic Analysis Zones (TAZ's). The boundaries of many of these TAZ's are defined by the City limits, City arterial streets, State Highway 101, Southern Pacific Railroad, Salinas River and San Lorenzo Creek. These 14 TAZ's include both developed and undeveloped areas within the King City planning area. King City land use

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classification's and TAZ's are illustrated in Figure C-3 on the following page. The land use classifications indicate allowable uses. Many of the sites are currently undeveloped or underdeveloped.

Existing and buildout assessor parcel data obtained from the City was aggregated by TAZ, land use category and quantity. Land use quantities were measured in dwelling units for residential use, and gross acreage for non-residential use.

King City currently has approximately 2,700 dwelling units and 820 acres of land for non-residential urban uses. At buildout, King City is expected to have approximately 4,160 dwelling units and 850 gross acres of land for non-residential urban uses.

For the purpose of trip generation, the King City land use categories include: single family, multiple family/mobile home park, office, retail/commercial, industrial, government/civic center/hospital, college/school/church, airport/cemetery/park/golf course, agricultural and vacant/open space/undevelopable. Summaries of existing land use, buildout land use and changes in land use are shown in Table 4 following Figure C-3 below.

4.4 Trip Generation Rates

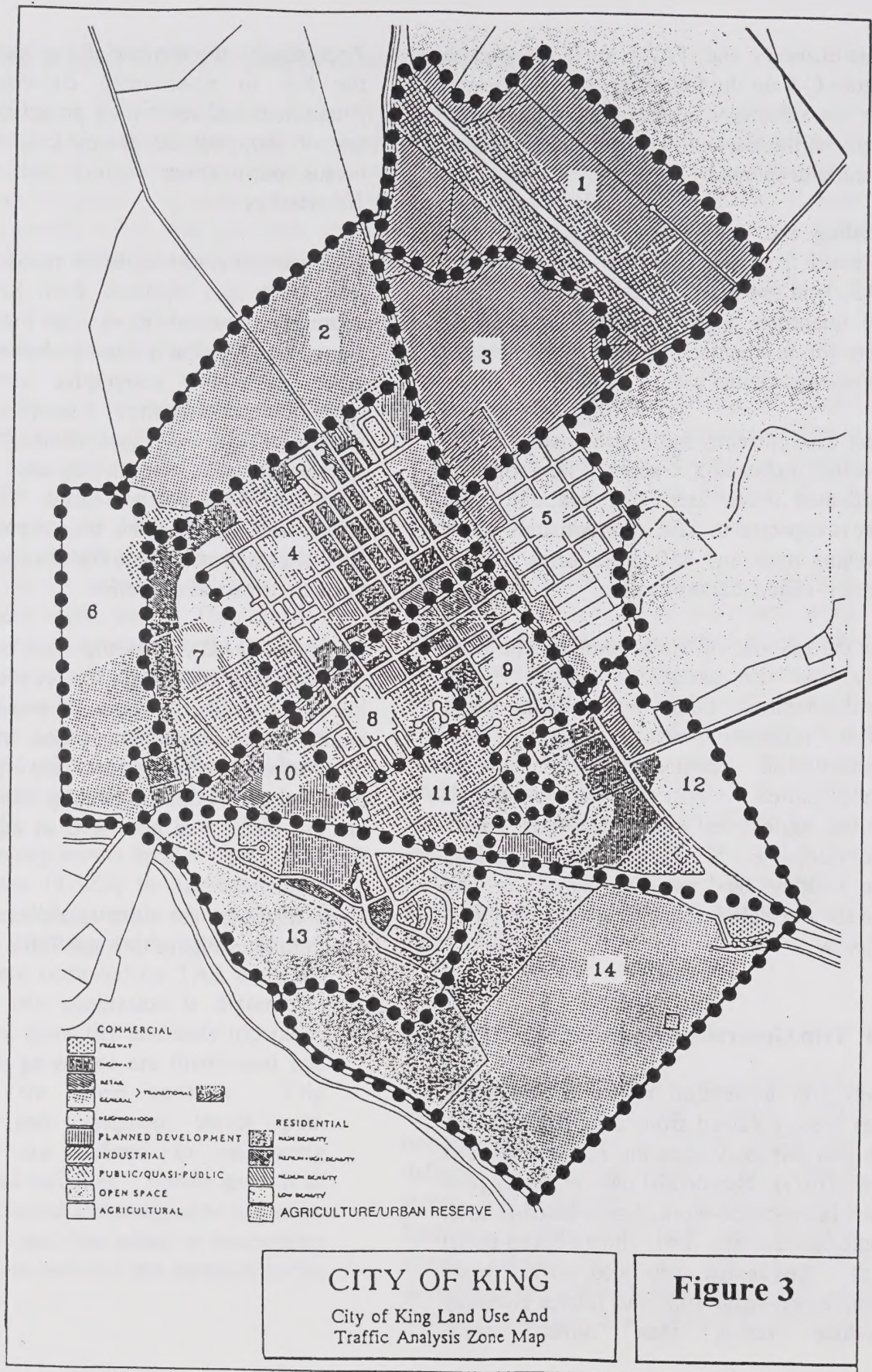
Daily trip generation rates for residential uses were obtained from data published by the San Diego Association of Governments (SANDAG). Residential uses primarily produce home-based-work, home-based-school, home-based-shop and home-based-social trips. Residential uses also attract some home-based-social trips, but homes primarily produce rather than attract trips.

Accordingly, the number of dwelling units is the key in determining citywide traffic generation, and estimating potential patronage of shopping centers by local residents versus out-of-town visitors and Highway 101 passbys.

Daily trip generation rates for non-residential uses were also obtained from SANDAG, although some of these trip rates were adjusted to provide a more realistic estimate given the City's geographic and socio-economic characteristics. Examples of non-residential uses are offices, clinics, boutique, restaurants, mills, banks, realtors, gas stations, schools, airport and farms. These uses attract home-based-work trips, home-based-shop trips and non-home based trips such as business trips and deliveries.

Since SANDAG's gross trip rates include all trip purposes, adjustment factors are used to lower the gross trip rates to avoid double counting for those home-based trips with destinations where trips are primarily attracted to. Trips originating from homes are not discounted and have an adjustment factor of 1.00.

Daily trip rates are summarized in Table 5, which follows Figure C-3 and Table 4 below.



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Table 4: Existing Land Use Inventory, General Plan Buildout, and Summary of Changes

EXISTING LAND USE INVENTORY

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du				495	4	148	88	213	327	3	10	1	86		1375
Multiple Family/Mobile Home Park	du				144	13	135	90	25	25	60		7	206		705
Office	acre	14		1	5	4			1		4		8		5	42
Retail/Commercial	acre			1	12		1	1	6	19	20		1	16		77
Industrial	acre	61		38	12	28				2			7			148
Government/Civic Center/Hospital	acre						1	15	16	1	2		1	1		37
College/School/Church	acre				52				10		8	7		2		79
Airport/Cemetery/Park/Golf Course	acre	157					203	12				52	13			437
Agricultural	acre		295	99		37	271						407	3	344	1456
Vacant/Open Space/Undevelopable	acre	75	257	1	3	31	58	35			6	2	18	259		745
Total	du	0	0	0	639	17	283	178	238	352	63	10	8	292	0	2080
	acre	307	552	140	84	100	534	63	33	22	40	61	455	281	349	3021

SUMMARY OF CHANGES IN LAND USE

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du	0	726	0	-210	-4	153	38	-35	-193	-3	-1	-1	1	381	852
Multiple Family/Mobile Home Park	du	0	0	0	897	-8	-16	-21	78	166	33	0	-2	95	3	1225
Office	acre	-14	0	-1	10	8	0	0	-1	6	-4	0	-8	0	-5	-9
Retail/Commercial	acre	0	0	-1	6	0	7	0	3	-9	4	0	30	11	4	55
Industrial	acre	89	2	102	-12	8	0	0	0	-2	0	0	11	0	0	198
Government/Civic Center/Hospital	acre	0	0	0	0	0	-1	0	-9	-1	6	0	-1	-1	0	-7
College/School/Church	acre	0	0	0	-1	0	0	0	-1	0	-8	0	0	-2	0	-12
Airport/Cemetery/Park/Golf Course	acre	0	0	0	0	0	-193	-12	0	0	0	-17	-13	0	0	-235
Agricultural	acre	0	-65	-99	0	10	0	0	0	0	0	0	-35	-3	-250	-442
Vacant/Open Space/Undevelopable	acre	-75	-177	-1	-3	-7	148	-23	0	16	-6	17	-5	-14	41	-89
Total	du	0	726	0	687	-12	137	17	43	-27	30	-1	-3	96	384	2077
	acre	0	-240	0	0	19	-39	-35	-8	10	-8	0	-21	-9	-210	-541

GENERAL PLAN BUILDOUT LAND USE SUMMARY

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du		726		285		301	126	178	134		9		87	381	2227
Multiple Family/Mobile Home Park	du				1041	5	119	69	103	191	93		5	301	3	1930
Office	acre				15	12				6						33
Retail/Commercial	acre				18		8	1	9	10	24		31	27	4	132
Industrial	acre	150	2	140		36							18			346
Government/Civic Center/Hospital	acre							15	7		8					30
College/School/Church	acre				51				9			7				67
Airport/Cemetery/Park/Golf Course	acre	157					10					35				202
Agricultural	acre		230			47	271						372		94	1014
Vacant/Open Space/Undevelopable	acre		80			24	206	12		16		19	13	245	41	656
Total	du	0	726	0	1326	5	420	195	281	325	93	9	5	388	384	4157
	acre	307	312	140	84	119	495	28	25	32	32	61	434	272	139	2480

Table 5:
Trip Generation Rates

Land Use	Code	Unit	Daily Trip Rate/Unit		
			Gross /a/	Adjustment Factor /b/	Net
Single Family	R1	du	10	1.00	10.0
Multiple Family/Mobile Home Park	R2+, MHP, FLH	du	7	1.00	7.0
Office	GC	acre	600	0.25	150.0
Retail/Commercial	RC, HC, FC, NC	acre	400	0.25	100.0
Industrial	GI, LI	acre	80	0.25	20.0
Government/Civic Center/Hospital	PQ	acre	120	0.35	42.0
College/School/Church	PQ	acre	50	0.25	12.5
Airport/Cemetery/Park/Golf Course	PQ, R	acre	5	0.25	1.3
Agricultural	AG	acre	2	0.35	0.7
Vacant/Open Space/Undevelopable	V, OS, U	acre	1	0.05	0.1

Note: /a/ Gross trip rates are obtained from SANDAG, May 1995. Some of the SANDAG trip rates are lowered to provide a more realistic estimate given the City's geographic and socio-economic characteristics.

/b/ Adjustment factors are applied to lower the gross trip rates to avoid double counting for home based trips with destinations at offices, schools and shopping centers, etc. Trips originating from homes are not discounted and have an adjustment factor of 1.00.

Source: Keith Higgins & Associates

4.5 Trip Generation

Existing daily trip generation by TAZ is determined by multiplying the land use quantities in the "Existing Land Use Inventory" from Table 4 above, with the net daily trip rates from Table 5 above. This results in a total of approximately 39,800 net existing daily vehicular trips.

Similarly, buildout daily trip generation by TAZ is determined by multiplying the land use quantities in the "General Plan Buildout Land Use Summary" from Table 4, with the

net daily trip rates from Table 5. This process results in an estimate of approximately 65,540 net daily vehicular trips. This represents an increase of 25,770 daily trips, or 1.64 times the existing trip generation. Summaries of trip generation are shown in Table 6 on the following page.

Trip distribution and assignment are discussed below.

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Table 6: Existing Daily Trip Generation, General Plan Buildout Daily Trip Generation, and Summary of Changes in Daily Trip Generation

EXISTING DAILY TRIP GENERATION SUMMARY

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total Trips
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du	0	0	0	4950	40	1480	880	2130	3270	30	100	10	860	0	13750
Multiple Family	du	0	0	0	1008	91	945	630	175	175	420	0	49	1442	0	4940
Office	acre	2100	0	150	750	600	0	0	150	0	600	0	1200	0	750	6300
Retail/Commercial	acre	0	0	100	1200	0	100	100	600	1900	2000	0	100	1600	0	7700
Industrial	acre	1220	0	760	240	560	0	0	0	40	0	0	140	0	0	2960
Govt/Civic Center	acre	0	0	0	0	0	42	630	672	42	84	0	42	42	0	1550
College/School	acre	0	0	0	650	0	0	0	125	0	100	88	0	25	0	990
Airport/Cementary	acre	196	0	0	0	0	254	15	0	0	0	65	16	0	0	550
Agricultural	acre	0	207	69	0	26	190	0	0	0	0	0	285	2	241	1020
Vacant	acre	4	13	0	0	2	3	2	0	0	0	0	1	13	0	40
Total Trips		3520	220	1080	8800	1320	3010	2260	3850	5430	3230	250	1840	3980	990	39800

GENERAL PLAN BUILDOUT DAILY TRIP GENERATION SUMMARY

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total Trips
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du	0	7260	0	2850	0	3010	1260	1780	1340	0	90	0	870	3810	22270
Multiple Family	du	0	0	0	7287	35	833	483	721	1337	651	0	35	2107	21	13510
Office	acre	0	0	0	2250	1800	0	0	0	900	0	0	0	0	0	4950
Retail/Commercial	acre	0	0	0	1800	0	800	100	900	1000	2400	0	3100	2700	2000	14800
Industrial	acre	3000	40	2800	0	720	0	0	0	0	0	0	360	0	0	6920
Govt/Civic Center	acre	0	0	0	0	0	0	630	294	0	336	0	0	0	0	1260
College/School	acre	0	0	0	638	0	0	0	113	0	0	88	0	0	0	840
Airport/Cementary	acre	196	0	0	0	0	13	0	0	0	0	44	0	0	0	250
Agricultural	acre	0	161	0	0	33	190	0	0	0	0	0	260	0	66	710
Vacant	acre	0	4	0	0	1	10	1	0	1	0	1	1	12	2	30
Total Trips		3200	7470	2800	14820	2590	4860	2470	3810	4580	3390	220	3760	5690	5900	65540

SUMMARY OF CHANGES IN DAILY TRIP GENERATION

Land Use	Unit	KING CITY INTERNAL TRAFFIC ANALYSIS ZONES														Total Trips
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Single Family	du	0	7260	0	-2100	-40	1530	380	-350	-1930	-30	-10	-10	10	3810	8520
Multiple Family	du	0	0	0	6279	-56	-112	-147	546	1162	231	0	-14	665	21	8580
Office	acre	-2100	0	-150	1500	1200	0	0	-150	900	-600	0	-1200	0	-750	-1350
Retail/Commercial	acre	0	0	-100	600	0	700	0	300	-900	400	0	3000	1100	2000	7100
Industrial	acre	1780	40	2040	-240	160	0	0	0	-40	0	0	220	0	0	3960
Govt/Civic Center	acre	0	0	0	0	0	-42	0	-378	-42	252	0	-42	-42	0	-290
College/School	acre	0	0	0	-13	0	0	0	-13	0	-100	0	0	-25	0	-150
Airport/Cementary	acre	0	0	0	0	0	-241	-15	0	0	0	-21	-16	0	0	-290
Agricultural	acre	0	-46	-69	0	7	0	0	0	0	0	0	-25	-2	-175	-310
Vacant	acre	-4	-9	-0	-0	-0	7	-1	0	1	-0	1	-0	-1	2	0
Total Trips		-320	7250	1720	6030	1270	1840	220	-40	-850	150	-30	1910	1710	4910	25770

4.6 Trip Distribution

A vehicle trip is characterized by its purpose, origin, destination and travel path. Trip components are used to describe regional and local travel patterns. Internal-internal (I-I) trips have both origins and destinations within the 14 internal zones in the King City planning area.

Not all trips begin and/or end in King City. Internal-external (I-X) trips and external-internal (X-I) trips have either their origin or destination outside the King City planning area. External-external (X-X) trips have both origin and destination outside of the King City planning area. Some X-X trips are expected to stop at service stations, restaurants and retail stores while driving through King City on Highway 101. Roadways which connect King City to other regions and communities are known as external gates.

Trip distribution defines the percentage of trips made by all trip components. On a daily basis, all trips are assumed to have a directional split of 50/50. The existing daily model is calibrated to closely match model volumes to existing counts as shown on columns [1] and [2] of Exhibit 10. Trip generation rates, distribution and assigned travel paths are refined in the calibration process. This results in daily trip distribution percentages of 52% I-I and 48% I-X plus X-I. The trip distribution percentages at the five external "gates" to King City are listed as follows:

- 30% Highway 101 (north of Broadway Street interchange)
- 12% Highway 101 (south of First Street interchange)
- 2% Spreckels Road (north of San Antonio Road)
- 2% Metz Road (north of Airport Dr.)
- 2% Bitterwater Road (east of Airport Drive)

The existing model was then calibrated so that the final trip generation rates, trip distribution percentages and assigned travel paths could be used for the buildout scenario. The calibrated model generally correlates with actual counts. The major discrepancies occur at access routes to the industrial area near the airport (i.e., Airport Drive, First Street, Bitterwater Road, and San Antonio Road) which are expected to carry heavier traffic than the actual counts. This is due to lower intensity development either in building square footage, employment densities or activity than typical. Another explanation is that there is significant variation in the agricultural industries associated with harvesting seasons. Calculated volumes are slightly lower than actual volumes primarily on Broadway Circle, Broadway, and Canal Street. These differences are not large, however, that they affect the conclusions of the analysis.

Existing Highway 101 traffic assignments are significantly lower than actual counts because only traffic generated by King City is included in the assignment. Approximately 11,000 ADT is external through traffic which does not originate or terminate with the Planning Area.

4.7 Trip Assignment

All internal-internal trips were distributed from their origins to their destinations at all 14 TAZ's within the King City planning area. Trips were assigned one or more travel paths depending on roadway capacities and travel time on alternative routes between an origin-destination pair. The grid street system in King City allows motorists to choose from a large number of possible routes with little perceived difference in travel time.

For the purpose of streamlining the trip assignment process, however, not all local streets were used to assign traffic. Arterial streets such as Broadway and San Antonio Road are expected to carry the highest volume of daily traffic. Daily traffic volumes assigned to City street segments, County roadways and State Highway 101. The resulting volumes are listed in Table 7 on the following page.

4.8 Buildout Traffic Volumes

On the basis of General Plan land use assumptions, buildout ADT's will grow moderately on many of the street segments listed in Table 7. At buildout, the sum of volumes on all street segment shown in Table 7 will be 259,740 daily vehicles or a 30% increase from the existing 199,300 daily vehicles.

Future growth in traffic includes growth resulting from developments within the City planning area as well as background growth of through traffic on State Highway 101. Future developments within the King City planning areas account for most of the traffic increase.

4.9 Buildout Traffic Operating Conditions

Buildout traffic operating conditions on street segments and State Highway 101 are identified by level of service (LOS). As shown in Table 7, all street segments and State Highway 101 will operate at a stable condition (LOS C or better) with average delays.

4.10 Signal Warrant Evaluation

A total of twelve unsignalized intersections were evaluated for signal warrants using buildout ADT's estimated from adjacent or nearby street segments. As shown in Table 8, the future ADT's at nine of the twelve intersections would appear to warrant traffic signals at general plan buildout.

**Table 7: Average Daily Traffic Volume (ADT) and Level of Service (LOS) Summary:
General Plan Buildout Without First Street Bypass**

**AVERAGE DAILY TRAFFIC VOLUME (ADT) & LEVEL OF SERVICE (LOS) SUMMARY
GENERAL PLAN BUILDOUT WITHOUT FIRST STREET BYPASS**

STREET SEGMENT	DESCRIPTION	EXISTING			GENERAL PLAN		
		ADT COUNT /a/ [1]	LOS	ADT MODEL ASSIGNMENT /b/ [2]	BUILDOUT ADT [3]	LOS	GROWTH RATIO [3] / [1]
1. AIRPORT DRIVE a. Metz - Bitterwater	2 Lane Collector	970	A	1,670	2,240	A	2.3
2. BITTERWATER ROAD a. North of Industrial Way	2 Lane Rural Highway	800	A	270	800	A	1.0
3. BROADWAY CIRCLE a. South of Highway 101	2 Lane Collector	6,130	B	3,140	6,130	A	1.0
4. BROADWAY STREET a. First - Second b. San Lorenzo - Mildred c. Mildred - Canal d. North of San Antonio e. South of San Antonio	2 Lane Arterial 2 Lane Arterial 2 Lane Arterial 2 Lane Arterial 2 Lane Arterial	2,090 6,790 8,140 6,530 500	A A A A A	1,040 2,840 3,000 2,500 240	2,090 6,790 8,140 6,350 500	A A A A A	1.0 1.0 1.0 1.0 1.0
5. CANAL STREET a. South of Broadway b. North of Highway 101 c. South of Highway 101	2 Lane Collector 2 Lane Collector 2 Lane Collector	5,000 5,200 4,890	A A A	2,610 1,260 1,060	5,000 5,200 4,890	A A A	1.0 1.0 1.0
6. DIVISION STREET a. Canal - First	2 Lane Collector	2,600	A	0	2,680	A	1.0
7. FIRST STREET a. Broadway - Ellis b. Bassett - Broadway c. South of Division Street d. North of Highway 101 e. South of Highway 101	2 Lane Arterial 2 Lane Arterial 2 Lane Arterial 2 Lane Arterial 2 Lane Arterial	3,790 5,300 3,840 3,750 730	A A A A A	3,860 4,890 5,600 7,400 5,010	4,440 5,300 4,360 5,350 1,080	A A A A A	1.2 1.0 1.1 1.4 1.5
8. FIRST STREET BYPASS a. Bitterwater - Lonoak b. Lonoak - Highway 101	Future Future	N.A. N.A.	N.A. N.A.	N.A. N.A.	N.A. N.A.	N.A. N.A.	N.A. N.A.
9. HIGHWAY 101 a. South of First b. First - Canal c. Canal - Broadway d. North of Broadway	4 Lane Freeway 4 Lane Freeway 4 Lane Freeway 4 Lane Freeway	14,800 /c/ 13,850 /c/ 17,200 /c/ 24,300 /c/	A A A A	3,740 4,970 3,810 6,300	31,230 /d/ 30,670 /d/ 31,400 /d/ 36,710 /d/	B B B B	2.1 2.2 1.8 1.5
10. HIGHWAY 101/BROADWAY INTERCHANGE a. Northbound off ramp b. Northbound on ramp c. Southbound off ramp d. Southbound on ramp	1 Lane Ramp 1 Lane Ramp 1 Lane Ramp 1 Lane Ramp	1,100 4,800 4,800 1,400	A A A A	440 2,700 2,700 440	1,120 4,800 4,800 1,400	A A A A	1.0 1.0 1.0 1.0
11. HIGHWAY 101/CANAL INTERCHANGE a. Northbound off ramp b. Northbound on ramp c. Southbound off ramp d. Southbound on ramp	1 Lane Ramp 1 Lane Ramp 1 Lane Ramp 1 Lane Ramp	1,050 2,600 2,850 850	A A A A	1,170 120 120 1,170	1,050 2,600 2,850 830	A A A A	1.0 1.0 1.0 1.1

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Table 7, continued

AVERAGE DAILY TRAFFIC VOLUME (ADT) & LEVEL OF SERVICE (LOS) SUMMARY GENERAL PLAN BUILDOUT WITHOUT FIRST STREET BYPASS

STREET SEGMENT	DESCRIPTION	EXISTING			GENERAL PLAN		
		ADT COUNT	LOS	ADT MODEL	BUILDOUT	LOS	GROWTH
		/a/ [1]		ASSIGNMENT /b/ [2]	ADT [3]		RATIO [3] / [1]
12. HIGHWAY 101/FIRST ST. INTERCHANGE							
a. Northbound off ramp	1 Lane Ramp	1,200	A	2,230	1,960	A	1.6
b. Northbound on ramp	1 Lane Ramp	1,550	A	4,300	2,570	A	1.7
c. Southbound off ramp	1 Lane Ramp	1,450	A	4,300	2,570	A	1.8
d. Southbound on ramp	1 Lane Ramp	800	A	2,230	1,960	A	2.5
13. LONOAK ROAD							
a. East of First	2 Lane Rural Highway	150	A	150	150	A	1.0
14. LYONS STREET							
a. East of Metz	2 Lane Arterial	2,200	A	2,130	3,170	A	1.4
b. Ellis - Metz	2 Lane Arterial	4,570	A	3,560	4,570	A	1.0
15. METZ ROAD							
a. North of Airport	2 Lane Rural Highway	1,100	A	520	1,100	A	1.0
b. Airport - San Antonio	2 Lane Rural Highway	2,400	B	1,390	2,400	B	1.0
c. San Antonio - Lyons	2 Lane Rural Highway	2,890	B	2,210	2,890	B	1.0
16. MILDRED AVENUE							
a. Bassett - Broadway	2 Lane Collector	820	A	1,070	820	A	1.0
b. Broadway - Ellis	2 Lane Collector	3,710	A	1,950	3,710	A	1.0
c. South of San Antonio	2 Lane Collector	990	A	890	990	A	1.0
17. RIVER DRIVE							
a. Rio Vista - Broadway Circle	2 Lane Local Road	1,460	C	600	1,460	C	1.0
18. SAN ANTONIO ROAD							
a. North of Broadway	2 Lane Arterial	3,370	A	4,890	5,590	A	1.7
b. South of Third Street	2 Lane Arterial	4,140	A	4,710	4,680	A	1.1
c. Third - Metz	2 Lane Arterial	4,140	A	5,870	6,140	A	1.5
d. Metz - Bitterwater	Future	N.A.	N.A.	N.A.	N.A.		
19. SPRECKLES ROAD							
a. North of San Antonio	2 Lane Rural Highway	700	A	520	800	A	1.1
20. THIRD STREET							
a. Broadway - San Antonio	2 Lane Collector	5,200	A	3,360	5,200	A	1.0
Through Traffic on Hwy 101 /e/				19,080			
TOTAL		199,290		199,270	273,630		1.37

Note /a/ Existing ADT counts represents 1995 daily volumes under the post-San Antonio Road Extension scenario.

/b/ Model assignment represents II+IX+XI trip components only. XX trip component is excluded except otherwise indicated under note /c/.

II = Internal-Internal trips have origins and destinations within the King City planning area.

IX = Internal-External trips have origins in and destination outside of the King City planning area.

XI = External-Internal trips have origins outside of and destinations in the King City planning area.

XX = External-External trips have origins and destinations outside of the King City planning area.

/c/ Existing ADT counts on Highway 101 includes through traffic or XX trips.

/d/ Buildout ADT on Highway 101 includes through traffic which is increased by 40% to account for expected statewide traffic growth over 20 years.

/e/ Model Through traffic or XX trips on Highway 101 are derived from the difference between total ADT and II+IX+XI trips assigned.

**Table 8: Signal Warrant Summary Based on Average Daily Traffic Volumes (ADT),
General Plan Buildout without First Street Bypass**

Major Approach		Minor Approach		Warrant 1 Min. Veh. Req.		Warrant 2 Interruption		Warrant 3 Combination		Total No. of Warrants Met
Street Segment	ADT <i>Note a</i>	Street Segment	ADT <i>Note b</i>	Meet Signal Warrant ?	Fulfill 80% or more ?	Meet Signal Warrant ?	Fulfill 80% or more ?	Meet Signal Warrant ?	Fulfill 80% or more ?	
1. Broadway St	12,070	Canal St	4,800	Yes		Yes		Yes		
2. Broadway St	12,950	Mildred Ave	4,220	Yes		Yes		Yes		
3. Third St	9,020	Broadway St	5,380	Yes		Yes		Yes		3
4. First St	12,450	Broadway St	4,790	Yes		Yes		Yes		3
5. San Antonio Dr	10,970	Third St	5,410	Yes		Yes		Yes		3
6. San Antonio Dr	10,970	Metz Rd	4,760	Yes		Yes		Yes		3
7. First St	11,830	Metz Rd	4,760	Yes		Yes		Yes		3
8. Bitterwater Rd	5,400	Airport Rd	2,560	No	No	No	No	No	No	0
9. First Street	12,860	101 NB Off Ramp	2,700	Yes		Yes		Yes		3
10. First Street	10,890	101 SB Off Ramp	5,630	Yes		Yes		Yes		3
11. Canal Street	6,740	101 NB Off Ramp	2,840	No	Yes	Yes		No	Yes	1
12. Canal Street	6,350	101 SB Off Ramp	2,970	No	Yes	Yes		No	Yes	1

Note

- a* Daily traffic volumes (ADT) on the major street (total of both approaches).
- b* Daily traffic volumes (ADT) on the higher volume approach of the minor street approach (one direction only). The higher volume approach is assumed to be 60% of the roadway 2-way total volume.

Warrant 1: Minimum vehicular requirements.

Warrant 2: Interruption of continuous traffic.

Warrant 3: Combination of Warrants 1 and 2.

5.0 Recommended Circulation Policies and Improvement Programs

5.1 Circulation Goals and Policies

This section consists of two major sections. The first presents the City's goals, objectives, and policies for its overall transportation system as related to the general plan's other elements. The second section will identify several improvements necessary to serve the future transportation needs of the community. These plans are based upon the data and modeling results in Sections 2 through 4 above, as well as the other elements of the general plan -- particularly the Land Use Element.

GOAL #1: To Provide an Integrated Transportation System That Adequately Serves Residential, Commercial, Industrial, and Recreational Uses, as well as Public Facilities and Agricultural Properties.

Policy 1.1: The City shall identify, within its annual budget, capital improvements and operating expenses necessary to provide safe and adequate streets, sidewalks, and other transportation infrastructure.

Policy 1.2: The City shall regularly monitor the progress and implementation of its identified capital improvements.

Policy 1.3: The City shall systematically pursue all available public and private funding sources for transportation infrastructure, including Federal, State, and regional transportation and congestion management funding, to the degree that funding is available, and wherever such sources are appropriate to the community's needs.

Policy 1.4: The City shall coordinate its transportation planning efforts with the Transportation Agency for Monterey County and with CalTrans. City staff shall attend TAMC technical meetings as needed, and shall maintain regular contact with state and regional transportation planning officials.

GOAL #2: To Assure That All Necessary Transportation Facilities and Street Improvements Are Provided to City Standards in Conjunction with New Development.

Policy 2.1: Through the administration of its zoning and subdivision regulations, the City shall require that each major development demonstrate, to the satisfaction of the appropriate review body, that traffic resulting from the projects will not reduce the level of service of existing City streets below a Level of Service "C". Where LOS is estimated to fall below LOS "C", the City shall require improvements to be in place prior to project occupancy to maintain LOS "C" conditions. Where this is not possible or reasonable because of cumulative traffic, extended development phasing, or other factors, developers shall be required to post bonds or other guarantees in a proportionate amount to assure that sufficient funding for the necessary improvements will be available within five years.

Policy 2.2: The City shall maintain engineering standards to assure appropriate development of circulation facilities, including streets, pedestrian access, and bicycle

routes. These standards shall regulate such matters as street width, pavement and base materials, curbs/gutters/sidewalks, handicapped access, turning radii, street tree placement, underground utility placements and other matters. Such standards shall seek to maintain an appropriate balance between facilitating vehicular traffic and assuring pedestrian amenity and neighborhood quality.

GOAL #3: To Provide a Public Street and Highway System that Accommodates Existing and Projected Traffic Volumes Within the Planning Area.

Policy 3.1: The City shall establish and maintain a street and highway system that serves the existing and planned land uses within the Planning Area efficiently.

Policy 3.2: The City shall maintain its basic gridded street system within the core area, providing easy pedestrian and vehicular access between residential neighborhoods, commercial shopping areas, and industrial districts.

Policy 3.3: Arterial streets such as San Antonio Road and the future alignment of the First Street bypass shall be designed primarily to serve through traffic, and shall provide limited access to abutting property.

Policy 3.4: Collector streets shall be designed to collect traffic generated by minor streets and transfer it to arterials, or between neighborhoods and nearby commercial areas. In areas where large amounts of truck traffic are expected, collector streets should typically be designed to accommodate the additional weight and turning requirements of commercial trucks.

Policy 3.5: Local streets shall be designed to provide direct access to abutting properties, to discourage through traffic, and to serve the internal needs of residential neighborhoods or small commercial or industrial districts.

Policy 3.6: As traffic patterns shift in accordance with the land use changes anticipated by the Land Use Element, the City shall consider appropriate methods to regulate traffic speeds or volumes to assure safety and to protect the quality of life of residential neighborhoods or the pedestrian amenity of the downtown. Such methods may include street trees, "bulb-outs", wider sidewalks, tighter turning radii at the curb corners, street furniture such as benches, special street lighting, or other reasonable measures.

Policy 3.7: The City shall seek opportunities to enhance the "gateway" areas of the city, and at key entry points for its neighborhoods. Where opportunities are presented, the City shall consider requiring developers to install identity signs, special paving for pedestrian crosswalks, light fixtures, or landscape features to identify the entry or gateway function.

GOAL #4: To Establish and Maintain Adequate On- and Off-Street Parking as Required by New Development and Existing Uses.

Policy 4.1: The City shall monitor parking conditions during peak-hour periods within its "downtown" area on a regular basis to assure that parking does not become overcrowded.

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Policy 4.2: As new commercial or industrial development occurs within the community, the City shall continue to implement the parking and off-street loading requirements within the Zoning Ordinance. Where large trucking operations are anticipated, the City shall require that development plans provide for adequate road and driveway standards, proper design and number of loading bays, and sufficient turning radius and maneuvering areas to assure that public street rights-of-way are not obstructed.

GOAL #5: To Promote and Maintain Transit, Regional Ride-Sharing, and Dial-a-Ride Systems as Needed for the Planning Area.

Policy 5.1: The City shall continue to provide the local Dial-a-Ride service, and shall promote the use of its services among the public.

Policy 5.2: The City shall encourage large employers (e.g., over 100 employees) to offer assistance and incentives to their employees to utilize ride-sharing and alternate modes of transportation, where available.

GOAL #6: To Encourage the Use of Bicycles as a Viable Transportation Mode, and to Assure that Pedestrian Access Is Fully Accommodated in All New and Existing Development.

Policy 6.1: The City shall assure that large-scale new development accommodates and encourages the use of bicycles and walking through appropriate design of bicycle and pedestrian facilities.

Policy 6.2: New arterial and collector streets shall provide for bike lanes wherever necessary, particularly First Street, Canal Street, and San Antonio Road. Sidewalks shall be provided in all street sections on both sides of the street right-of-way.

Policy 6.3: Separate bicycle and pedestrian paths shall be provided in parks, open space, or greenbelt areas where public access is to be encouraged.

Policy 6.4: Off-site street improvements, where required to provide access for any new residential development, shall provide adequate pedestrian as well as vehicular access to connect the new neighborhood with the community. These requirements shall include, at a minimum, concrete sidewalks on at least one side.

Policy 6.5: The City shall encourage King City High School District to continue the use of crossing guards to provide a safe pedestrian crossing at Broadway and Canal Streets.

GOAL #7: To Provide a System of Hiking and Equestrian Trails that Promote the Recreational Potential of the City's Parks and Open Space Areas.

Policy 7.1: The City shall designate hiking and equestrian trail routes within its open space and conservation elements of the general plan. Routes to be considered shall include San Lorenzo Creek as well as the Salinas River.

Policy 7.2: The City shall identify funding sources, including the use of volunteer organizations, to develop hiking and horse trails in designated routes.

5.2 Circulation Improvement Programs

In 1995, the City has achieved completion of a major new arterial at the northern edge of the city: San Antonio Road. The completion of this new road facility marks the fulfillment of one of the major goals of the 1988 Circulation Element. In 1996, East San Antonio Road was also completed through the City's East Ranch Industrial Park between Metz Road and Bitterwater Road.

The 1988 Circulation Element also proposed various additional transportation and circulation system improvements. These earlier proposals are listed, and their current status is indicated, in Table 9 below:

Table 9: Status of Improvements Proposed in 1988 Circulation Element

<u>Improvement Proposed in 1988 Circulation Element</u>	<u>Current Status (1996)</u>
1. Traffic signal at Broadway and Third Streets	Not completed.
2. Traffic signal at Broadway and Canal Streets	Not completed.
3. Commercial driveway connection to extend Division Street to serve King City Center	Completed; became Franciscan Way.
4. San Antonio Drive, Broadway to Bitterwater Road as 2-lane arterial.	Completed (68-84' r-o-w, 48' paved section, no parking, left-turn lanes at intersections).
5. Traffic signal at Broadway and 101	Completed.
6. Traffic signal at San Antonio and Metz Road	Not completed.
7. Traffic signal at San Antonio and Third Street	Not completed.
8. First Street Bypass, a proposed 2-lane arterial with a new bridge between Bitterwater Road and Highway 101	Not completed.
9. Traffic signal at First Street Bypass and Bitterwater Road	Not completed.
10. Willow Street extension to San Antonio as an arterial	Completed, although only as a collector street (68' r-o-w).

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Table 9, continued: Status of Improvements Proposed in 1988 Circulation Element

<u>Improvement Proposed in 1988 Circulation Element</u>	<u>Current Status (1996)</u>
11. Mildred Avenue extension to San Antonio as a collector	Completed (70-72' r-o-w).
12. Traffic signal at Broadway and Mildred Avenue	Not completed.
13. Extend River Drive southeasterly across San Lorenzo Creek (to serve Bacciarini Annexation)	Not completed.
14. Sidewalks on Canal Street	Completed.
15. Four-way Stop Sign at Broadway and Russ Street.	Completed.

Source: Perspective Planning

Of the fourteen street system improvements set forth in the 1988 plan, six have been completed as planned. One other (Willow Street extension as an arterial) was also completed, though a smaller right-of-way was used to reflect the street's function as a collector rather than an arterial.

The most ambitious of the 1988 Circulation Element proposals was the First Street Bypass, which had been estimated to cost \$3.8 million in 1986. Three alternative alignments for this facility were proposed in the 1988 Circulation Element, but each would involve a bridge over the railroad tracks as well as a separate bridge over San Lorenzo Creek.

In order to accommodate the anticipated growth of the community and the projected 2015 horizon year buildout under the proposed Land Use Element, this 1998 Circulation Element proposes the following transportation and circulation improvements to facilitate traffic flow and provide an acceptable level of service. Their locations are illustrated in Figure C-4 below.

5.2.1 Roadway Widening and Extension Projects

On the basis of findings presented in the buildout traffic operating conditions, the following roadway will need to be upgraded, extended, or widened:

1. First Street (north of Highway 101) -- Widen First Street to two travel lanes with left-turn lane from the Highway 101 interchange to Division Street. This will include widening the San Lorenzo Creek bridge crossing to travel lanes, plus an 8' shoulder. In the future, widen and upgrade First Street between Division and Pearl Street; this portion should be developed not later than when the First Street Bypass is developed, as recommended in Alternative A, to intersect the existing First Street at Pearl Street (see 5.2.3 below). The First Street widening will require additional right-of-way.

2. First Street Intersection with Highway 101: This intersection may require some upgrading and/or re-configuration to accommodate future highway-oriented commercial development on the UR/AG property to the west of Highway 101 (Rio Farms), as well as the Bacciarini property (designated and zoned for PD uses). A frontage road is also anticipated to be needed, tying these properties together and providing reasonable access to this intersection.

5.2.2 Interchange Modifications and Traffic Signals

On the basis of findings presented in the signal warrant evaluation, no traffic signals will be required at any City intersections within the planning period. The Highway 101 interchanges also appear to be operating satisfactorily for the projected traffic growth over the planning period.

5.2.3 First Street Bypass Alternatives

The 1988 Circulation Element recommended development of a "First Street Bypass." The bypass is intended to relieve First Street of the truck traffic destined for the industrial areas and trucking and shipping terminals north and east of the downtown area. The bypass was to run in an alignment connecting Bitterwater Road east of the railroad tracks with Highway 101 at its intersection with First Street, in the southeastern corner of the city.

As stated in the 1986 Redevelopment Project Report, the First Street Bypass was intended to: 1) Alleviate congestion in the downtown/First Street environs, particularly from the most heavily-used portions of First Street near the easterly terminus of Broadway Street; 2) Redirect a significant portion of the heavy truck traffic away from local commercial and residential uses adjacent to the First Street corridor; 3) Provide direct vehicular access, unobstructed by local traffic or railroad operations, to the existing and proposed industrial uses in East Ranch; 4) Enhance the accessibility of local business enterprises; 5) Aid in reversing the declining business climate in the Project Area; and 6) Eliminate a constraint to the expansion of local employment opportunities for King City residents.

Several different alternatives are available for the route of the First Street Bypass, as indicated in Figure C-4. (*Note: These alignments differ from those shown in the 1988 Circulation Element.*) Two major alternative routes are established, Alternatives A (Chestnut Avenue) and B (Oak Avenue). In addition, there are four sub-options for Alternative B. All of these possible routes for the proposed First Street Bypass -- the two major alternatives (A and B), and the four sub-alternates for Alternative B -- would be situated within City limits. All routes would also cross vacant land known as the Smith-Hobson property, which is agricultural land. The five options are described below, along with a summary of their advantages and disadvantages:

Alternative A -- Chestnut Avenue - Pearl Street: This alignment would follow the undeveloped (but dedicated) right-of-way for "Chestnut Avenue", from its intersection with Bitterwater Road. It

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would extend for five blocks generally along this route, and after reaching the undeveloped easterly extension of Pearl Street, it would turn west on Pearl to cross the railroad tracks at an existing crossing (which would require widening and upgrading). After crossing the tracks, it would join the existing alignment of First Street; this intersection would probably require a left-turn lane, and possibly a traffic signal at First Street and Pearl Street.

Advantages: Cost would be lower than for Alternative B since it would be considerably shorter, and would not require a new bridge over San Lorenzo Creek or the railroad. Also, approval would not be required from the California Public Utilities Commission (PUC) for any new at-grade railroad crossing (as would be required for Sub-Alternates B-2 or B-3), since a crossing already exists at Pearl Street. This alternative would accomplish most of the objectives set forth for the original Bypass, by alleviating traffic in the commercial downtown area of Broadway Street and First Street. It would minimize impacts to the agricultural use on the Smith-Hobson property, noise impacts for the County Housing Authority's farm labor housing area on Jayne Street, and habitat impacts to San Lorenzo Creek, because there would be no need for a new bridge. Business frontage along the southern extension of First Street would not be adversely affected by any reduction in existing traffic, to the degree that such traffic provides additional visibility and accessibility.

Disadvantages: This option would not reduce First Street traffic south of Pearl Street. Moreover, it would still require truck traffic to or from the East Ranch Industrial Park to cross the railroad at an at-grade crossing, rather than a grade-separated bridge.

Alternative B -- Oak Avenue: All four sub-options of Alternative B would begin at Bitterwater Road across from its intersection with the proposed new East San Antonio Road. They would proceed south by following a dedicated, unimproved right-of-way for "Oak Avenue" which lies on the easterly edge of the Smith-Hobson property and forms the eastern City limits at this point.

Sub-Alternate B-1 -- Oak Avenue - Pearl Street: This route (and Sub-Alternatives B-2 through B-4) would begin at Bitterwater Road across from its intersection with East San Antonio Road, and proceed across the Smith-Hobson property south on "Oak Avenue" as far as the undeveloped right-of-way for Pearl Street. Sub-Alternate B-1 would then turn west to rejoin First Street at the same point as Alternative A, following Pearl Street and crossing the tracks at the same upgraded crossing as for Alternative A.

Advantages: Cost would be lower than any of the other sub-options for Alternative B, although higher than Alternative A. No new bridge would be required over San Lorenzo Creek or the railroad, thus avoiding that cost as well as adverse impacts to the habitat of San Lorenzo Creek. Approval would not be required from the PUC for an upgraded crossing at Pearl Street. Noise impacts for the County Housing Authority project on Jayne Street would be minimal, as for Alternative A. Business frontage along the southern extension of First Street would experience no losses due to the diversion of traffic.

Disadvantages: For all four sub-options of Alternative B, the impacts to agricultural use on the Smith-Hobson property would be substantial. Sub-Alternate B-1 would not reduce First

Street traffic south of Pearl Street. It would still require crossing the railroad at an at-grade crossing, rather than a grade-separated bridge.

Sub-Alternate B-2 -- Oak Avenue - Division Street: This route would follow Alternate B-1 partway, but would not turn west to rejoin First Street until it reached the upper bank of San Lorenzo Creek, then proceed south to an extension of Division Street. Right-of-way would be required across or very close to the Housing Authority project on Jayne Street, as well as a new at-grade crossing over the tracks to form a four-way intersection with Division Street.

Advantages: Cost would be lower than either B-3 or B-4, although higher than Alternative A and slightly higher than Sub-Alternate B-1. No bridge over San Lorenzo Creek would be required. The chief advantage would be that this option (along with B-3 and B-4) would reduce First Street traffic south of Pearl Street. This would result in reduced noise for several residences that front on Haven Street as well as 10-12 mobilehomes in the Grove Mobilehome Park.

Disadvantages: As with Alternative B generally, agricultural use on the Smith-Hobson property would be adversely affected. Also, truck traffic westbound on Division Street might tend to continue straight after crossing the tracks to continue on Division Street through the existing neighborhood, if they wish to go northbound on Highway 101 at Canal Street. This would increase truck traffic on Division Street, which fronts on a City park and recreational area with a swimming pool. Noise would be significantly increased to the residents of the housing project on Jayne Street. PUC approval would be required for the new railroad crossing at Division Street. Substantial new right-of-way would be needed.

Sub-Alternate B-3 -- Oak Avenue - Lonoak Road: In this route, First Street Bypass would continue along an extension of Oak Avenue to cross San Lorenzo Creek to the Lonoak Road intersection. Lonoak Road would be modified and realigned to form a "T" intersection with the First Street bypass. This alternative would require a moderate amount of roadway construction as well as a major new bridge over San Lorenzo Creek. It also requires an upgrade to the existing railroad crossing on Lonoak road just east of First Street.

Advantages: Existing and future traffic on First Street north of Lonoak would be significantly reduced. Widening of the existing First Street bridge over San Lorenzo Creek would not be required. Noise impacts to the Jayne Street housing project would be minimized. No traffic would be diverted to Division Street. Upgrading the existing Lonoak grade crossing would be considered more favorably by the PUC than a new crossing at Division Street (Sub-Alternate B-2).

Disadvantages: This option would be a significantly higher cost than either options A or B1 or B2, due to the bridge over San Lorenzo Creek and the additional right-of-way required to reach and intersect with Lonoak Road. Impacts to the habitat of San Lorenzo Creek would be higher, due to the new bridge. An at-grade crossing over the railroad tracks would still interrupt traffic on the bypass. Growth-inducing impacts could be significant in the Lonoak Road area, although these impacts may be considered to be positive, depending

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on long-term plans for the community's growth. As with Alternative B generally, agricultural use on the Smith-Hobson property would be adversely affected

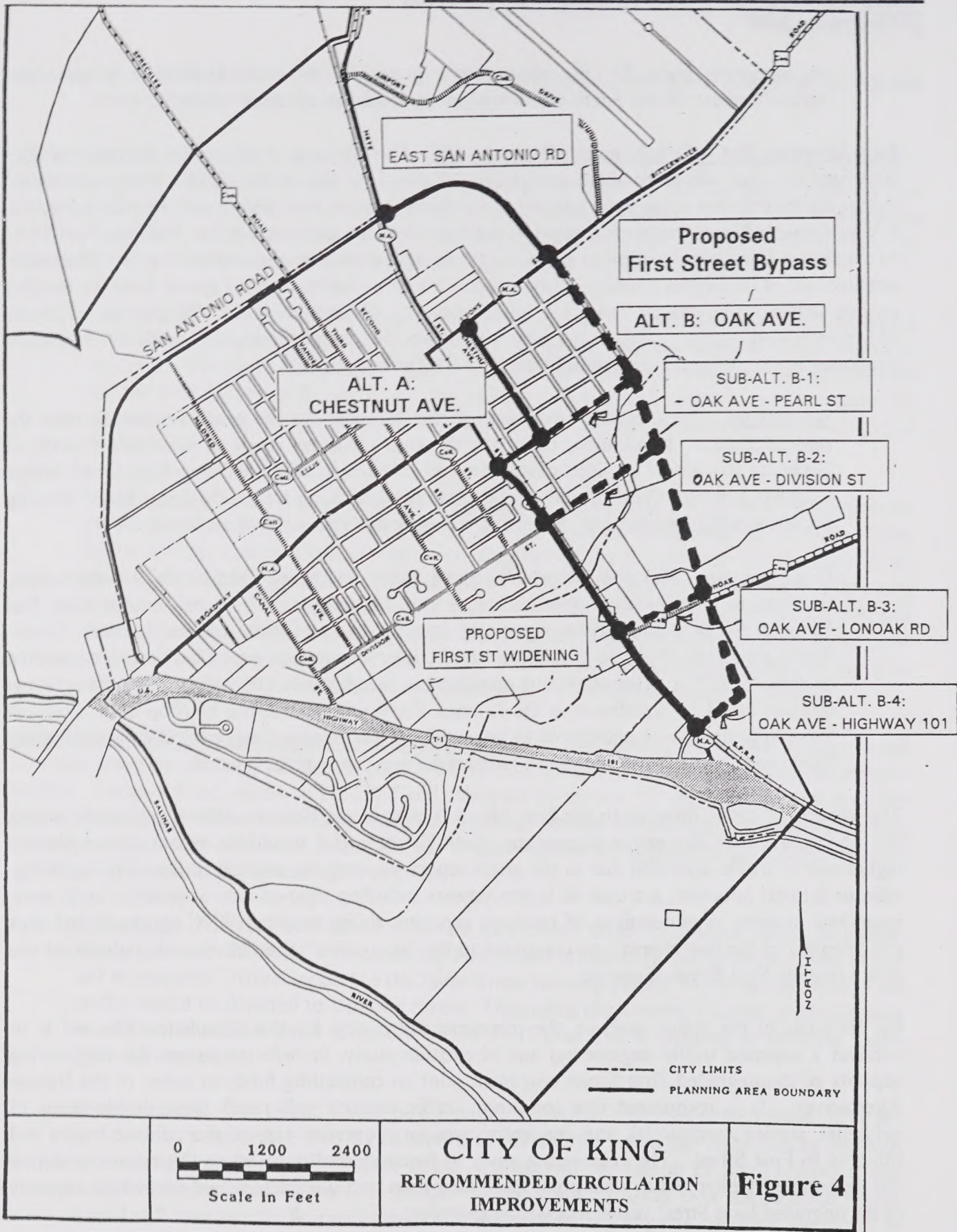
Sub-Alternate B-4 -- Oak Avenue - Highway 101: This alternate would follow the route of Sub-Alternate B-3, but would continue across Lonoak Road on top of the bluffs. The route would follow the blufftop in a route lying parallel to southern reach of First Street and the railroad tracks. It would descend from the bluffs toward its southern end, but not completely. The intent would be to maintain a sufficient elevation to achieve a grade separation over the railroad tracks. The southernmost end of the bypass would probably reach First Street approximately across from the existing service station, to be designed as a "T" intersection at a distance of about 100' from the Highway 101 northbound ramps. This is the only alternative that is fully consistent with the alignment illustrated in the previous Circulation Element of the General Plan.

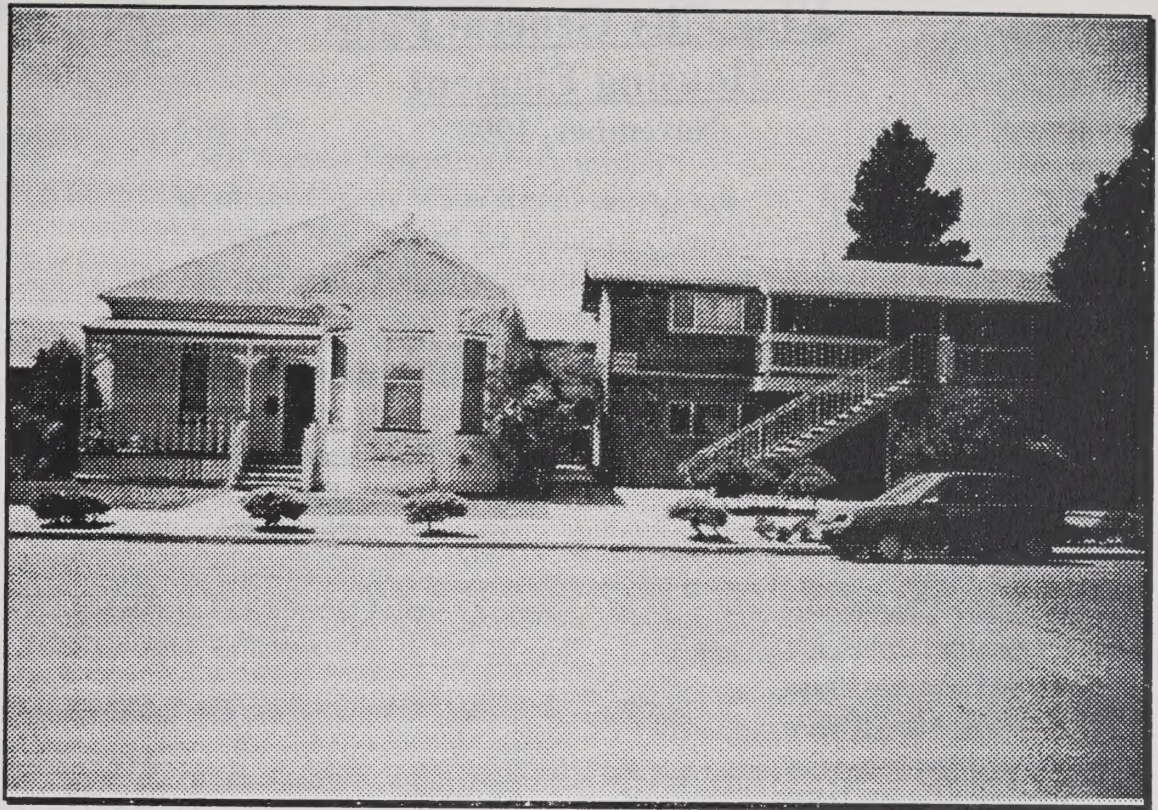
Advantages: The primary advantage of this alignment is the grade separation over the railroad tracks. In addition, traffic on the entire existing reach of First Street north of Highway 101 would be significantly reduced. Widening of the existing First Street bridge over San Lorenzo Creek would not be required. Noise impacts to the Jayne Street housing project would be minimized. No traffic would be diverted to Division Street.

Disadvantages: This alternative will require major interchange and roadway construction, resulting in significantly higher cost than any other option. The new bridge over San Lorenzo Creek would create significant impacts to the habitat of San Lorenzo Creek. Signal operation might be problematic at the new intersection with First Street, depending on how the "T" is designed and its proximity to the Highway 101 ramps. Growth-inducing impacts could be significant in the Lonoak Road area and in the blufftop area, although these impacts may be considered to be positive if this diverts the community's growth away from prime agricultural lands and toward these non-prime grazing lands.

The volume of traffic diverted to the First Street Bypass is not likely to differ significantly among any of the first four alternative alignments. Sub-Alternate B-4 would be expected to achieve a higher rate of traffic diversion due to the grade separation over the railroad tracks. The more significant factors, however, are cost of improvements including right-of-way acquisition cost, environmental impacts, considerations of roadway capacity, ability to obtain PUC approval, and cost effectiveness of the five alternatives compared to the "no project" alternative -- i.e., continued use of the existing First Street alignment.

On the basis of the above analysis, the recommended option for this Circulation Element is to conduct a separate traffic engineering and circulation study, in order to assess the engineering capacity of the upgraded First Street alignment prior to committing funds to either of the Bypass Alternatives. It is recognized that long-term traffic impacts will result from development of industrial, service commercial, and residential uses on properties east of the railroad tracks and tributary to First Street. The engineering study to be conducted pursuant to this recommendation will determine whether and at what point these long-term traffic impacts would exceed the capacity of the upgraded First Street within its existing alignment.





King City General Plan

HOUSING ELEMENT



Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

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Housing Element
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I. BACKGROUND AND HOUSING NEEDS ASSESSMENT

1.0 Introduction

1.1 Purpose and Intent

California state law requires that each city have a housing element in its general plan (Government Code Section 65000, et seq.). The housing element must consist of:

- * An assessment of housing needs and an inventory of resources and constraints to meet these needs;
- * A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing; and
- * A program which sets forth a schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element.

This Housing Element is written in conformance with the requirements of Section 65580, et seq. of the Government Code. In this statute, the California State Legislature found and declared that:

- * The availability of housing is of vital state-wide importance, and early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order;
- * The early attainment of this goal requires cooperative participation of government and the private sector in an effort to ex-

pand housing opportunities and to accommodate the housing needs of Californians of all economic levels;

- * The provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government;
- * Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community; and
- * The legislature recognizes that, in carrying out this responsibility, each local government must consider economic, environmental, and fiscal factors and community goals set forth in the general plan, and must cooperate with other local governments and the state in addressing regional housing needs.

The Housing Element has been prepared so that it is consistent with the goals, objectives, policies, and programs of all other elements of the King City General Plan. Each of these elements were adopted by the City Council and Planning Commission after public review in 1997.

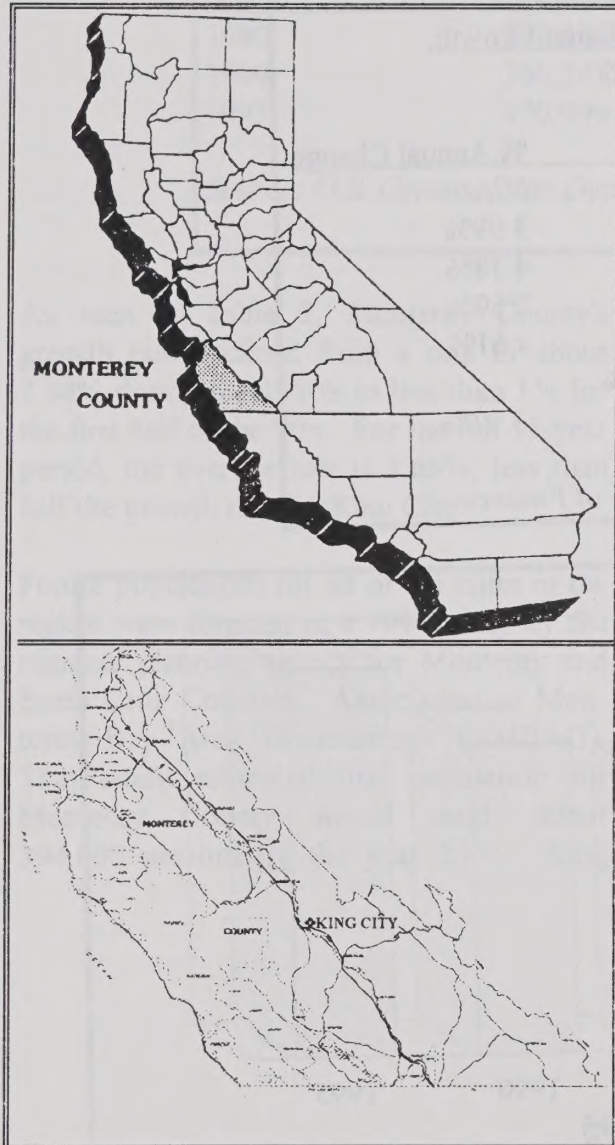
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1.2 King City Planning Area

King City is located in the southern portion of the Salinas Valley in Monterey County. The Gabilan mountain range borders the valley on the east and the Santa Lucia Mountain Range lies to the west. The two communities closest to King City are Greenfield (10 miles northwest), and San Lucas (7 miles southeast).

Incorporated in 1911 with 699 residents, King City now has a population of over 10,000. Lands within the planning area of King City consist of approximately 6,042 acres (9.4 square miles). Lands within the city limits consist of approximately 1,812 acres (or 2.8 square miles). See Figure GP-1 in Section One of the Consolidated Plan Document.



1.3 Public Participation

Copies of the draft Housing Element were available for public review at city hall and at the library prior to each public hearing held in order to review the draft Housing Element. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the Housing Element, public comments were received at two planning commission hearings and one city council hearing.

In addition, copies of the draft Housing Element were distributed to local representatives of several community organizations for their review and comment.

Figure H-1: Regional Location of Monterey County and King City in California

2.0 Housing Needs Assessment

2.1 Population Characteristics

2.1.1 Population and Employment

Population in King City has increased from 7,739 in 1990 to 9,697 in 1995. This represents a 25 percent increase, or an approximate average annual increase of 4.61 percent. See Table 1 and Chart 1 below:

Table 1: King City Population Growth.
1970 - 1995

Year	Population	% Annual Change
1970	3,717	N.A.
1980	5,495	3.99%
1985	6,810	4.38%
1990	7,739	2.59%
1995	9,697	4.61%
% Total Change, 1970-95 = 161.00%		
% Ave. Change, 1970-95 =		3.91%

Source: U.S. Census and State Dept. of Finance

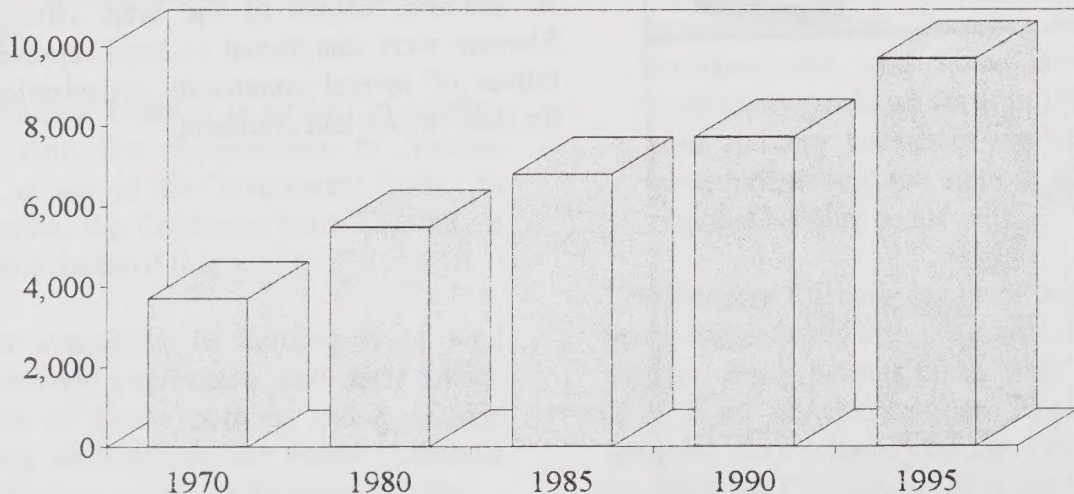


Chart 1: King City Population Growth, 1970-95

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As seen in Table 1 and Chart 1 above, King City's growth has varied from about 2-1/2% over the late 80's, to its highest annual rate of almost 5% during the first half of the 90's.

Monterey County as a whole has gained population at a less rapid rate. Table 2 below presents comparable figures for Monterey County's growth from 1980-1995:

Table 2: Monterey County
Population Growth, 1980 - 1995

<u>Year</u>	<u>Population</u>	<u>% Annual Change</u>
1980	290,444	N.A.
1990	360,241	2.18%
1995	370,996	0.59%

Source: U.S. Census, State Department of Finance

As seen in Table 2, Monterey County's growth rate declined from a rate of about 2.18% during the 1980's to less than 1% for the first half of the 90's. For the full 15-year period, the average rate is 1.65%, less than half the growth rate for King City.

Future populations for all of the cities in the region were forecast in a 1994 study by the regional planning agency for Monterey and Santa Cruz Counties, Association of Monterey Bay Area Governments (AMBAG). That study estimated that population for Monterey County would reach about 394,000 persons by the year 2000. King

City's growth would reach 10,190 by that year, approximately a 1.5% rate of annual growth.

Although the AMBAG projections are not used for this general plan, they are shown for reference purposes in Table 3 on the following page. These forecasts would appear to ignore historical growth trends for the last 15 years, which showed King City's growth generally to exceed that of the County as a whole. AMBAG's projections would place King City's growth at substantially less than that of the County.

Table 3: AMBAG Population Forecasts,
Monterey County and City of King

Jurisdiction	1995 (est.)	2000	2005	2010	2015
<u>City of King:</u>	9,450	10,190	10,730	11,140	11,840
Ave. Ann. % Growth Rate	N/A	1.52%	1.04%	0.75%	1.23%
<u>Monterey Co.:</u>	361,448	394,171	440,295	478,623	519,969
Ave. Annual. % Growth Rate	N/A	1.75	2.24%	1.68%	1.67%

Source: Association of Monterey Bay Area Governments, 1994 Regional Population and Economic Forecast. Note that 1995 population estimates from that year have already been exceeded.

In place of the AMBAG forecasts, this general plan will be based upon a more realistic forecast of King City's population growth. This forecast, shown in Table 4, is based upon King City maintaining the same growth rate as it has over the past 15 to 25 years, i.e. 3.9%.

This is a higher growth rate than the County, which has also been consistently true for the last 25 years (King City at 3.9% versus the County at 1.64% average annual growth). It is not quite as high, however, as the 4.6% annual growth rate experienced during the first five years of the 90's. Over that period, the community's growth has been spurred by unusual conditions that should not be anticipated to continue indefinitely.

Most communities would consider a growth rate exceeding 4% to be a relatively high rate, and very few communities could be expected to sustain such a rate indefinitely. The 3.9% rate used for this projection appears to have a sound basis in 25 years' experience in King City.

Table 4: Projected King City
Population Growth, 1995 - 2015

<u>Year</u>	<u>Population</u>
1995	9,697 *
2000	11,740
2005	14,215
2010	17,215
2015	20,842

Source: 1995 Estimate by State Dept. of Finance. 1995-2015 by Perspective Planning, based on growth of 3.9%.

The above forecast shows the City's population doubling in less than 20 years. It is considered to be more realistic than the 1994 AMBAG projections, which forecast that the City would not reach the level of 11,000 persons until the year 2015. In the alternative population projection shown in Table 4, this level would be reached by the year 2000. Indeed, the January, 1996 estimate from the State Department of Finance found that the City had almost reached 10,000 in population.

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2.1.2 Local Economic Base

The economy of King City relies mostly upon agriculture and related services such as food processing and packaging). Over the last fifteen years, substantial growth has occurred in this sector. Currently, the City is home to several food processing plants, including Basic Vegetable Products, Cal Compack, Rio Farms, Meyer Tomatoes, and Pacific Valley Harvesting.

In addition, a co-generation power plant related to the city's major food processing plant (Basic Vegetable) has stimulated even more employment since its completion in 1990. These facilities are situated near the intersection of Metz Road and Airport Drive in the north of the City, and are highly visible from a distance of over two miles along Highway One.

Table 5 below provides the breakdown of employment by industry from the 1990 Census. As seen in that table, the largest category of employment is agriculture with almost 1,200 workers (almost 40% of the labor force).

There have been substantial changes in the composition of the economic base for Monterey County and for King City since 1990.

The Defense Department has closed Fort Ord and substantially reduced the workforce at Fort Hunter-Liggett, both of which lie within commuting distance of King City. Thus, governmental employment (especially military personnel) is probably somewhat lower today than the figure represented in the 1990 data.

Unemployment in Monterey County has been running higher than for the State of California as a whole in recent years. The unemployment rate in the Salinas/Monterey county Metropolitan Statistical Area was an estimated 8.3 percent during October 1995. Seasonal factors dominate the local job market. With the end of the tourist and food processing season in late fall, job reductions typically occur in most industry groups. Unemployment in the mid-winter months is usually close to 20%.

Monterey County's employment base is changing in many ways. With the redevelopment of Fort Ord as the newest campus of the California State University system, it is expected that several thousand jobs will be created at the new campus over the next five-ten years.

Table 5: King City Labor Force, 1990		
<u>Sector</u>	<u># Employed</u>	<u>% of Total</u>
<u>Agriculture</u>	1,193	38.5%
<u>Mining</u>	22	0.7%
<u>Construction</u>	206	6.6%
<u>Manufacturing:</u>		
Nondurable	249	8.0%
Durable	15	0.5%
<u>Transportation</u>	19	0.6%
<u>Communication & Public Utilities</u>	37	1.2%
<u>Wholesale Trade</u>	134	4.3%
<u>Retail Trade</u>	434	14.0%
<u>Finance, Insurance & Real Estate</u>	57	1.8%
<u>Services:</u>		
Business & Repair	101	3.3%
Personal	26	0.8%
Entertainment	25	0.8%
Health	133	4.3%
Education	218	7.0%
Other Professional	52	1.7%
<u>Public Administration</u>	177	5.7%
Total:	3,098	100.0%

Source: U.S. Census Bureau, 1990 Census

The higher education sector typically provides higher average earnings than the military. The "multiplier effect" from CSUMB is thus expected to generate several thousand additional jobs regionally, in construction and in services related to the university. The key limiting factor to this sector is the rate at which enrollment will grow at the new CSU Monterey Bay.

Several other industries in the region have added jobs in recent years: public education, construction, retail trade, non-durable wholesale trade, hotels and other lodging,

and health-care services. The State and national economies are currently in a slow but steady recovery, leading to hopes that Monterey County will also reduce its chronically high seasonal unemployment rate.

King City is also making a strategic shift in its economic development plans for the future. The city intends to invest substantial sums in roads, bridges, and other infrastructure to improve access and services to its primary industrial area near the Airport, the East Ranch and Silva Ranch projects. The City is applying redevelopment funding to

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improvements at the East Ranch Industrial Park in order to attract new investment.

With this investment, the City intends to diversify its economic base by attracting more permanent and stable industries. By this means, the City plans to alleviate high rates of seasonal unemployment.

Agriculture and food processing will likely remain, however, as the economic lifeblood of King City and surrounding communities in southern Monterey County. Several policies and programs of this Land Use Element are designed to encourage new industries that will meet the community's high standards to locate within King City. These include such sectors as warehousing and distribution, export-oriented firms, "footloose" manufacturing, emerging technologies, and business services.

2.1.3 Housing Affordability

Household income is a determining factor of housing affordability. As the price of a house increases, larger segments of the population can no longer compete for housing.

The California Department of Housing and Community Development (HCD) defines very low" income households as those having less than 51 percent of the median income of Monterey County (\$33,520 in 1990). Households having from 51% to 80% of the median income are considered "low" income. HCD defines moderate-income households as those having 81 to 120% of the median income, and above-moderate incomes as anything 121% or above. The distribution of income in King City's 1990 population is shown in Table 6 below.

Table 6: King City Income Distribution by Income Category

Income Category	Criteria (% of County Median Income)	Annual Income Range	% of King City Households
Very-Low-Income Category	Below 51	Below \$16,760	23.7%
Other Low-Income Residents	51 to 80	\$16,761 to \$26,816	25.5%
Moderate-Income Residents	81 to 120	\$26,817 to \$40,224	23.9%
Above-Moderate-Income Residents	Above 120	Above \$40,224	26.9%

Source: U.S. Census Data, 1990 (Median Household Income for Monterey County = \$33,520)

Generally, a household is "overpaying" for housing when it pays 30% or more of its monthly income for housing. Based on 1990 census data, and using the 30% criterion, approximately 29.8% of all households in King City were overpaying for housing, including 405 low-income households. Of the

total number of house-holds overpaying, 73% were renters and 27% were owners. Based on this percentage, 36% of all renter households and 20% of all owner households were overpaying. Table 7 below illustrates the levels of overpayment for housing for 1990 in King City.

Table 7: Overpayment for Housing

	<u>1990</u>	<u>1995*</u>
Total Number of Households	2,251	2,523
Number of Households Overpaying	671	752
Number of Low-Income Households Overpaying	466	525

* These figures are a projection of the 1990 census data.

Sources: Extrapolated from 1990 U.S. Census Data , and California State Department of Finance Population and Housing Estimates

2.2 Housing Characteristics

2.2.1 Existing Housing Units

Table 8 compares the numbers and types of housing units for 1980, 1990, and 1995 in King City's housing stock. King City has a relatively well-balanced housing stock. Its housing stock has increased by 1,009 units between 1980 and 1995. These increases are detailed by housing unit in Table 8.

Table 8: Numbers and Types of Housing Units

<u>Type of Unit</u>	<u>1980</u>	<u>1990</u>	<u>1995</u>
Single-Family	1,061	1,111	1,439
Multi-Family	594	968	1070
Mobile Home	141	259	296
Total	1,796	2,338	2,805

Sources: AMBAG, Regional Housing Needs Report, 1990, and State DOF, Population and Housing Estimates for 1990, 1995.

2.2.2 Household Overcrowding

A home is considered to be overcrowded when there is more than one person per room in the house. Data from the 1990 census indicated that 715 households were overcrowded in King City, including 552 renter households and 163 owner households. Based on a straight-line projection, this is equivalent to 618 renter households and 182 owner households in 1995. The average household size in King City has increased from 3.34 persons in 1990 to 3.8 in 1995. Therefore, household overcrowding in King City remains a housing concern.

Historically, farm workers in the large-family and single-male categories are affected by household overcrowding. Programs have been included in this Housing Element to address household overcrowding by farm workers in these categories.

2.2.3 Household Tenure

In 1990, owner-occupied homes comprised only 44% of King City's total housing stock, while renters occupied 56% of the housing.

In comparison, the homeowner-to-renter ratio in Monterey County in 1990 was 50.3% to 49.7%. Thus, rental housing is far more common in King City than the county as a whole.

2.2.4 Housing Costs and Rents

The median value of a home in King City was reported by the Census to be \$106,400 in 1990; however, the median housing price on the market at that time was approximately \$130,000, according to the 1990 Housing Element. Through the first half of 1996, the Monterey County Board of Realtors reported that about half the homes on the market sold for \$110,000 or less. These prices, which included condos and townhouses, reflect a drop in value since 1990. Prices have stabilized, however, and may be trending slightly upward again. Median rental prices in King City have also been very stable since 1990, at about \$475 to \$550 per month.

Assisted Rental Housing at Risk

Assisted rental housing units at risk consist of existing low-income multi-family rental housing units which were created with financial assistance from a city, state, or federal agency or nonprofit organizations and which are at risk of loss due to change in ownership, expiration of a lease, or some other change which will cause the rental units to become market-rate rental units within the next 10 years.

Three housing projects in King City have been constructed with the assistance of public agencies or non-profit organizations. A 40-unit farm labor housing project was constructed in 1982 through cooperation between the Farmers Home Administration

(FmHA) and Community Housing Improvement Systems and Planning Association (CHISPA). This project provides affordable housing exclusively for farm laborers. The housing project is conditioned on the provision of affordable housing for farm laborers and is, therefore, at no risk of being converted to market-rate housing during the life of the project.

The 44-unit Leo Meyer Senior Housing Project is an affordable housing project which was completed in late 1989. The project provides housing exclusively for seniors and is managed by the Monterey County Housing Authority. The housing project is mortgaged over a series of years and will not be at risk of being converted to market-rate housing for at least 30 years.

There are no other low-income, multi-family, rental housing units that have been constructed with local assistance, such as multi-family revenue bonds, redevelopment funds, in-lieu fees, inclusionary housing programs, or density bonus programs with affordability controls, other than the senior housing project discussed in the preceding paragraph. Local assistance was provided to the senior housing project in the form of a one-time cash contribution from redevelopment funds.

Royal Coach Park Assistance

In addition to these two projects, the Royal Coach Park project in southwestern King City has received assistance from the city in order to improve its affordability. That project received funds for a first-time homebuyers' assistance program as well as installation of a well and water connections through California Water Service Company. The total amount of assistance has come to about \$1,565,000 through phase three. The

City has provided these funds through its Redevelopment Agency. Since this project does not include rentals, however, the City is assured that there are no "at risk rental units" within the project that might become market-rate rental units within the next ten years.

2.2.5 Vacancy Rate

HCD identifies the presence of a housing shortage in a community if there is an overall vacancy rate of five percent or less. The vacancy rate in King City as of January 1, 1995 was over 10%. According to local Realtors, the vacancy rate has not changed substantially since that date.

2.2.6 Housing Conditions

In 1986, the Proposed Redevelopment Project Report identified 178 substandard units in the redevelopment area, and indicated that city staff estimates these substandard units to represent 90 percent of all substandard units in King City. Therefore, approximately 200 substandard units existed in King City in 1986, representing 9.4% of all housing units at that time.

No current citywide data are available to update these estimates. The 1990 Census reported that 54 units (about 2.2%) lacked complete plumbing facilities. The Census also reported that the median age of the housing stock in 1990 was 21 years.

The age and income level of many housing owners in King City deters many people from rehabilitating housing units. In addition, many of the rental housing units in need of rehabilitation are under absentee ownership, meaning that the owners of the rental housing units reside in cities outside of the region. Many of these owners rarely inspect

the rental housing units and care little about their maintenance.

California Community Redevelopment Law in the state Health and Safety Code, section 33000, requires that 20 percent of each tax increment dollar obtained by the redevelopment agency for redevelopment activities shall be used by the redevelopment agency for the purposes of increasing and improving the community's supply of low- and moderate-income housing. For the King City Redevelopment Project, approximately \$245,000 annually is being generated to aid in the construction or improvement of low- and moderate-income housing units. These funds are being used to improve and increase King City's supply of low- and moderate-income housing (see Section II, Program 7).

2.2.7 Energy Conservation

HCD has identified various methods by which a local agency may propose policies and development standards in order to conserve energy. These include:

- The promotion of higher-density and in-fill development;
- The enforcement by local building officials of existing state residential energy conservation standards;
- Standards for street widths, landscaping of streets, and parking lots to reduce heat loss or provide shade;
- Standards for energy-efficient retrofits to be met prior to resale of homes; and,
- Inclusion of energy conservation features in new and existing housing.

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Currently proposed projects in King City involve the development of existing portions of King City where public services are readily available. Many residential projects propose the construction of higher-density units.

All large development projects in King City are approved subject to development standards contained in the King City Zoning Ordinance and King City Subdivision Ordinance. Further conditions of project approval incorporate other development standards. Energy-saving design strategies regarding street-width standards, landscaping standards, and parking standards are included in all approvals for minor and major subdivisions.

Each new housing unit constructed in King City is subject to requirements of the Uniform Building Code and California Energy Commission with regard to installation of energy conservation features. Construction plans are checked for compliance by the King City Planning and Building Department. Such requirements are also applicable to remodels of existing housing units.

2.2.8 Special Housing Needs

Farm Workers

In King City, the primary special housing needs group is for farm workers. Farm labor is a crucial component of the southern Monterey County agricultural economy, yet workers have had a difficult time obtaining adequate and affordable housing in the past in Monterey County. This was due to a combination of limited language skills, large family size, and low household incomes, all of which make it difficult to secure loans to purchase housing. Many housing units once utilized for seasonal occupancy by single-

male farm workers are now being used year-round by farm workers and their families. This situation increases the concern that many farm workers are living in inadequate and deteriorating housing units.

According to the 1990 census, approximately 1,200 agricultural workers lived in King City, representing 15% of the total population. Based on a straight-line projection of 1990 data, approximately 1,500 agricultural workers live in King City in 1996.

Housing for farm workers is a special need in King City. This is especially true for farm workers in the large-family and single-male categories.

Elderly Persons

Elderly persons are considered to be those 65 years of age or older. According to 1990 census data, approximately 8.1% of King City's population was composed of elderly persons. Based on current population estimates for King City, there would be 780 elderly residents in King City in 1995.

The housing needs of elderly persons are typically met by providing small and affordable housing units which incorporate design features such as easy-operating doorknobs, handicap ramps, grab bars, and smaller and low-maintenance fixtures. King City provides small homes which are among the most inexpensively-priced homes in Monterey County. Due to the age of many housing units in King City, especially those units occupied by elderly persons, special design features are not common. Many elderly persons have low incomes and many are on fixed incomes. This fact, along with the obsolescence of housing units, clearly indicates

that housing for the elderly is a special need in King City.

The Leo Meyer Senior Housing Project, a 44-unit housing complex for elderly persons, was completed in 1989. This housing project is managed by the Monterey County Housing Authority, and is designed to meet the needs of elderly persons both in structural design and affordability.

Large-Family Households

The 1990 census indicated that there were 310 large-family households (6 or more persons) in King City, representing 13.8% of all households. Based on a straight-line projection of 1990 data, there would be 347 large-family households in King City as of 1995. Farm workers in the large-family category contribute significantly to the number of large-family households in King City. With increasing numbers of migrant families to portions of the southern Salinas Valley, housing for large families in King City is an increasing unmet housing need.

Female-Headed Households

According to 1990 census data, 235 female-headed households were present in King City, representing 10.4% of all households in King City. Female-headed households with children often have special needs, such as adequate day care facilities in the area so that the head of the household can work during the day, as well as adequately-sized low-cost housing. Additionally, female-headed households often fall into the very-low- and low-income households category. Based on household overpayment data of 1990, there is an existing need in King City for very-low- and low-income housing. Since 1990, the

City has made great strides in the construction of very low and low-income housing.

Mobility Limitations

According to 1990 census data, there were 255 persons in King City with mobility limitations, self-care limitations, or both. This represented 4.8% of the civilian non-institutionalized population over 16 years.

Disabled persons are often in need of affordable housing. King City provides lower-priced housing as compared to other cities in Monterey County.

Emergency Shelter

In 1990, the Monterey County Homeless Task Force completed a plan for the development of a service delivery system for homeless persons in Monterey County. The Monterey County Homeless Services Plan estimated the number of homeless persons in Monterey County and provided a breakdown of these persons according to geographic areas of the county. According to the plan, approximately 200 to 325 homeless persons resided in southern Monterey County at that time. It is likely that this range is still a relatively accurate estimate of the extent of homelessness in the South County area.

Currently, emergency shelter assistance is available through the Salvation Army. Persons requesting assistance for overnight accommodations are given a free motel stay, as long as the stay does not exceed three nights. If persons are in need of accommodation for a longer term, the Salvation Army will provide transportation to the nearest permanent shelter. The King City Ministerial Alliance also participates in this program, referring persons in need of

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shelter to the Salvation Army. Emergency shelter assistance is also provided through Shelter Plus at the migrant housing facility on Jayne Street.

Information from the Salvation Army in 1990 regarding the number of homeless persons in King City indicated that there were then approximately five homeless persons in King City. The number of homeless persons in King City is low, and the Salvation Army adequately provides emergency shelter assistance for the homeless. Therefore, the needs of homeless persons in King City are currently being met.

2.2.9 5-Year Housing Construction Goals

The California Government Code section 65584 states that "each council of governments shall determine the existing and projected housing need for its region."

AMBAG is the council of governments for the region which covers Monterey County and Santa Cruz County. AMBAG has determined an appropriate share of regional housing needs for all localities in the region, including King City. The purpose of the appropriate-share allocation is to distribute the responsibility for accommodating lower-

income households equitably throughout the region, and to avoid further concentration of lower-income households in localities which contain more than the average proportion.

AMBAG last updated its Regional Housing Needs Plan in June, 1990. This plan based its housing needs determination upon a population projection that called for 11,536 persons to reside in King City by 1995. As of January 1, 1995, the City's population had reached only 9,697. Whereas the Regional Housing Plan had anticipated an annual growth rate of 7.25%, the actual population growth rate over that period of time was only about 4.61%.

Table 9 below provides a revised formula for estimating the 5-year housing construction goals for King City based upon a projected growth rate of 3.9%, and a projected population in the year 2000 of 11,740. Construction goals are set forth for total units and for each income category, using the same formula that had been applied in the previous Housing Element. The "baseline" for housing units by income is taken from the 1989 distribution of units for King City Regional Housing Needs Plan by AMBAG.

Table 9: Five Year Housing Construction Goals for King City, by Income Group, 1989 - 2000

	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total Housing Units
Distrib. of units by Income	23.7%	25.5%	23.9%	26.9%	100%
1989 Units	557	419	541	769	2,286
2000 Goals by Income	804	866	812	914	3,396
Construction Goals by Income	247	447	271	145	1,110
Adjusted Goals, 1996-2000	140	151	141	159	591

Source: Perspective Planning. Assumptions: Population in year 2000 = 11,740; persons per unit to remain constant at 3.45; Distribution of units by income category to remain constant.

AMBAG's 1990 housing goal for King City was to reach a total of 3,969 housing units by 1996. At the time that this 1996 Housing Element is being prepared, AMBAG had not updated this goal, and it does not intend to do so within the next fiscal year. This goal was based upon a higher population projection than the City prefers, however. As seen in Table 9 above, a smaller goal of only 3,396 total units would accommodate the projected year 2000 population of 11,740, at an average household size of 3.45.

In order to reach this goal, Table 9 also shows that 1,110 units would need to be added to the housing stock over this 11-year period. Between 1989 and 1995, 513 units have already been added to the housing stock. As of January 1995, King City had 2,805 total housing units. In order to reach the goal of 3,396 units, another 591 units would need to be added (1,110 - 519).

Although specific data is not available as to the price breakdown of the new units added to the housing stock over the last five years, most of the newer housing units built in King City during this time have been sold at or below the median overall price. This is a highly unusual occurrence for any community; typically, new home prices are higher than the overall median. Of the 40 units sold in King City for the first five months of 1996, 14 were new units in the Royal Coach Park project. The median price for these units is \$110,000, compared to a median price overall for all 40 units of \$120,000. Approximately 150 single-family units have been constructed within Royal Coach Park since its approval in 1990. Future phases of the project will provide another 150 single-family homes, plus another 145 multi-family and PD units.

2.2.10 Site Availability

Figure H-2 in Section One identifies available residentially designated sites in King City which can accommodate large-scale housing projects.

Figure H-2 further identifies three available housing sites for potential development that are now within the King City city limits with all planning and zoning necessary to permit residential development. These housing sites which could accommodate large residential projects in King City lie within three different areas which were annexed into the city limits during the 1980's and early 1990's. These annexations are the Amstar Annexation, the Bacciarini Annexation, and the Royal Coach Park Annexation.

Finally, Figure H-2 illustrates the approximate boundaries of the "Smith-Hobson" property on the northeast side of the city. Each of these areas will be described further below.

Amstar Annexation

The Amstar Annexation consisted of a substantial amount of land lying generally north of the existing city, including the East Ranch Industrial Park as well as several newly-developing residential neighborhoods between the older downtown area and San Antonio Road. There are currently two remaining available sites for large-scale residential development which lie within the Amstar Annexation area. A total of approximately 213 housing units could be constructed on these sites. One site is about 19 acres in size, and is developable at about 12 units per acre. The other site is proposed for 45 low-income self-help single family homes.

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Bacciarini Annexation

The Bacciarini Annexation area lies at the south edge of the city, and occupies land on both sides of Highway 101 adjacent to San Lorenzo Creek. There are currently two available residential sites that lie within the Bacciarini Annexation area. These sites have been zoned Planned Development to accommodate low-density residential uses at 6 units per acre, totaling 22 acres, east of 101.

Royal Coach Park Area

The Royal Coach Park Area includes 303 single-family units, a 5.8-acre planned-unit development parcel which can accommodate 58 housing units, and two multi-family parcels of 2.8 acres and 3.0 acres which can accommodate a total of 87 multi-family units. The entire Royal Coach Park neighborhood will eventually accommodate approximately 448 housing units. To date, approximately 150 single family units have been constructed in Phases I and II of the project.

Projects proposed on the planned-unit development parcel and the multi-family residential parcel will be subject to use permit and architectural review.

Additional Housing Sites Within the City

Additional housing could be developed within the city limits through in-fill development, re-development of underutilized lots, and annexation of additional sites. The following discussion will estimate how much new housing these strategies could add to the City's housing stock.

Smith-Hobson Property: Three parcels of the Smith-Hobson property, lying along Jayne Street and Pearl Avenue, are proposed for R-2 Medium Density Residential use. These parcels total approximately 26 acres, and could potentially accommodate up to 308 dwelling units.

In-Fill Development: Within the older neighborhoods of King City, there are a few individual vacant lots which could provide additional housing units to help meet King City's housing construction goal. It is estimated that there are approximately 10 lots zoned for single-family housing units. Since each lot, under current zoning, could accommodate one housing unit, a maximum of 10 housing units could be constructed on these lots.

Underutilized Lots: Currently, there are 35-40 acres of land within King City which are designated High-Density Residential by the King City General Plan, but which support existing older single-family residential units. The land has been designated for higher-density development so that multi-family housing units can succeed these single-family residential units in the future when the existing single-family uses are converted to multiple-family. Also, this designation would allow for the construction of additional housing units in conjunction with the existing single-family housing units. These areas of land are located in various places within the boundary of King City.

According to the general plan, these areas can be developed at a density of 13 to 24 units per acre. Based on a conservative estimate which assumes 20 acres developable at a density of 15 units per acre, 300 multi-family housing units could be constructed in these areas of King City. However, it is

important to realize that underutilized land area in King City for new housing unit construction will become available slowly over a period of many years. Based on the fact that there are currently no high-density development projects under construction in this "infill" area, it is estimated that only approximately 50 units at most would be constructed on underutilized lots within the planning period of the Housing Element (five years).

Smith-Hobson Property: The Smith-Hobson property consists of 80+ acres currently used for intensive agriculture and designated Agriculture in the Land Use Element. Situated on the northeast side of the city, this is a site that could theoretically accommodate residential development in the future. However, the proximity of food processing plants, and its location just downwind from those facilities, make the Smith Hobson property more suitable for eventual industrial and commercial uses. Besides the current row crop production, the site has two housing units which are occupied by farm workers.

There is an existing garlic and onion processing plant and an existing pepper and parsley processing plant north of the site. The presence of these processing plants north of the Smith-Hobson property could render much of this area incompatible for residential uses, due to the odor from the plants combined with the prevailing north-to-south wind direction. The Land Use Element proposes, however, that part of the Smith-Hobson property most removed from the source of odors be planned and zoned for Medium Density Residential use (i.e., 12 units per acre).

Annexation of Additional Sites

Due to the limited amount of available land for housing development within King City, and the compatibility concerns associated with use of the Smith Hobson property, it is necessary to identify additional sites outside of King City which could provide land for new housing units construction over the 5-year time frame for this plan. Figure H-3 illustrates the two areas proposed to be designated "Urban Reserve/Agriculture" in the Land Use Element. These areas, one lying north and one south of the city boundary, could conceivably accommodate new housing units in the long-term future, although only the North Site is proposed for any residential use.

Urban Reserve/Agriculture -- North Site:

The most desirable direction for future long-term growth in King City is to the north beyond the Amstar annexation area. This area is one of two proposed to be designated Urban Reserve/Agriculture, according to the King City General Plan. The area is designated for agricultural production according to the Monterey County General Plan, and the site is currently used for row crop production. Based on a comparison of other sites within the King City Planning area, this northern area appears to be the most sensible for future expansion, based on available services and compatibility with surrounding land uses.

The entire North Site consists of one Assessor parcels with a total area of 200 acres. Within this area, it is anticipated that only about 135 acres would actually be annexed to the City, however. Although such an annexation may proceed within the next five years, it is not anticipated that the acreage would be developed for residential

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purposes within the five-year time period for this Housing Element. When and if it is to be developed, an average gross density of about 6 units per acre is anticipated, for a total of up to 800 dwelling units.

oriented commercial uses, however, and would therefore not include any residential component.

Potential Housing Units

Table 10 below summarizes these estimates of available housing sites in King City, and includes the designated general plan density, available acreage, and housing unit potential for each of the various housing sites discussed above:

Table 10: Summary of Potential Housing Sites

Housing Site	General Plan Use(s)	Available Acreage	Housing Unit Potential
Amstar Annexation	Low Density	7.4	45
	Medium Density	14.25	180
Bacciarini Annexation	Planned Development	22.0	132
Royal Coach Park	Low Density	N.A.	150
	Medium High Density	5.8	87
	Planned Development	5.8	58
Smith-Hobson Property	Medium Density	25.73	309
Infill	Low Density		10
Underutilized Lots	High Density		50
Total:			1,021

Sources: Amstar Annexation Final FIR, Bacciarini Annexation Final FIR, Royal Coach Park Final EIR, King City General Plan Land-Use Element.

With the utilization of all housing sites included in Table 10, there is a potential for the construction of about 1000 new housing units within King City. As noted earlier in

Table 9, the City would need to add another 591 units to its housing stock between 1995 and the year 2000, in order to accommodate the projected population in that year.

Of the 591 units to be built over this five-year period, it is also estimated that about half, or 291, would need to be affordable to low- or very-low income households.

It appears that the City has planned and zoned a sufficient amount of land to accommodate the construction goal for King City established in Table 9. This analysis indicates that no additional land needs to be annexed in order to provide adequate site availability for new housing units in King City by 2000.

It is difficult to determine the type and affordability of future housing units which may be constructed on the available housing sites within and outside of King City. King City strives to provide housing consistent

with the fair-share housing goals established by AMBAG, as modified by this Housing Element in Table 9.

It is anticipated that the housing units affordable to very low and low-income groups would be provided primarily in the Amstar and Royal Coach Park projects. Table 11 includes an estimate of the number of housing units which could be constructed for very-low- and low-income groups and moderate- and above-moderate income groups for each area. Data taken from Table 9, which details the new construction goals by the four income groups, were simplified and merged into the two general household income groups (one category for very low and low income and one category for moderate and above moderate).

Table 11: Potential Housing Unit Construction, By Income Group

Housing Units Site	General Plan Density	Very Low/Low Income Units	Moderate/Above Moderate Income Units
Amstar Annexation Area	Low Density and Medium Density	75	150
Bacciarini Annexation Area	Planned Development	0	132
Royal Coach Park Annexation Area	Low Density, Med-High Density, and Planned Development	195	100
Smith-Hobson Property	Medium Density	308	
Infill Development	Low Density	5	5
Underutilized Land	High Density	50	0
	Total	633 units	387 units

Total Construction Need, 1996-2000

291 units

300 units

Source: Perspective Planning (1996 - 2000 Construction Goals from Table 9 above)

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Table 11 shows that, based on current estimates, King City will be able to satisfy its construction need for all income groups over the Housing Element planning period within the current city limits.

2.2.11 Governmental Constraints

Local governmental policies and regulation can constrain future housing development to varying degrees, by imposing requirements and limitation on residential development. These requirements and limitations can affect the cost of housing. Governmental building constraints include land development controls, development processing procedures and fees, requirements for provision of services and facilities, and use of federal and state programs.

The following subsection discusses governmental constraints to housing construction within King City, including those imposed by the City and by the Monterey County Local Agency Formation Commission, Water Resources Agency, and the Monterey Bay Unified Air Pollution Control District.

King City

Land development controls include policies and regulations contained in the King City General Plan, King City Zoning Ordinance, and King City Subdivision Ordinance. The King City General Plan and King City Zoning Ordinance establish four residential districts, as well as the Planned Development district which accommodates residential use. These districts are presented with their corresponding maximum allowable densities in Table 12.

Table 12: Residential Districts

Zone	Residential Use/Zone	Maximum Units/ac.
R-1	Low Density	2-6
R-2	Medium Density	7-12
R-3	Medium-High Density	12-18
R-4	High Density	18+

Source: Land-Use and Circulation Elements of the King City General Plan, 1998.

The King City Subdivision Ordinance provides for variation in lot sizes, setbacks, and density through its "optional design and improvement standards." These standards encourage innovative development designs that are in compliance with the specified density of any given zone.

In King City, developers are required to contribute money for public safety, schools, and public service infrastructure. The cost of providing these services is occasionally a constraint on developers. In order to improve the feasibility of a project, the City has provided grants and loans in exchange for guarantees of affordability.

King City's site plan review process allows a project applicant to present a conceptual plan for preliminary review prior to submitting a formal application to the planning department. During this review, various comments are made by city staff, which helps the project applicant to submit a more-complete formal application and therefore minimizes time and cost of the permit process. This initial review process enables project plans to reach the public

hearing stage sooner, at which time members of the public have the opportunity to review and comment on the project. This process acts to expedite the construction of housing units and minimize cost over the long term.

Land-use regulations at the local level have generally not been a constraint to the development of new housing units. There are no growth-control measures, development fees are comparatively low, and applications are processed faster than most comparable local jurisdictions.

Local Agency Formation Commission

Depending on the location of the project site, many proposed projects in King City are subject to approval by other responsible agencies. The Local Agency Formation Commission (LAFCO) of Monterey County has jurisdiction over the annexation of any project site into King City's sphere-of-influence boundary and city-limit boundary. LAFCO's primary objective is to ensure that orderly and planned growth occurs within all cities in Monterey County. The conversion of prime agricultural lands to non-agricultural uses in Monterey County is of major concern to LAFCO in its review of project proposals.

Monterey County Water Resources Agency

King City lies within the jurisdiction of the Monterey County Water Resources Agency (MCWRA). Currently, the MCWRA has no permit authority with regard to development projects in incorporated cities, but does have jurisdiction over the use of ground-water within the county and can impose a moratorium on development in many areas

of the county, both unincorporated and incorporated.

The MCWRA has substantial influence over the approval of annexations to King City which require LAFCO approval. Due to the current ground-water situation in Monterey County, a prime objective of LAFCO is to ensure that potentially adverse ground-water impacts are offset through the implementation of project conditions for approval. Such conditions for approval are often implemented at the request of the MCWRA.

Pursuant to requests by MCWRA, approvals of housing projects in King City incorporate various conditions which can increase the cost of home construction. These conditions include the requirements that the developer complete landscaping prior to sale, adhering to guidelines for water-conserving plant materials and "xeriscape" design principles.

Monterey Bay Unified Air Pollution Control District

As with the MCWRA, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) does not have permit authority over the approval of housing projects. The MBUAPCD has, however, completed an air quality management plan (AQMP) for the Monterey Bay Region (which includes Monterey, Santa Cruz and San Benito counties). This plan identifies various air pollution control measures based on the forecasted population growth in the region. If a residential project is constructed in any local jurisdiction, a population increase will result. If this growth exceeds the forecasted population growth established by the AQMP,

the district anticipates that an adverse impact on air quality will result.

As Table 11 above shows, there is sufficient land area within the City limits that is planned and zoned for housing to accommodate about 1,000 new housing units. Based on an average household population of 3.45 persons, this could result in an additional 3,450 persons in King City, increasing the population from 9,697 (1995) to about 13,150.

The AQMP forecasted population growth in King City by 2005 is 14,443 persons (AQMP Forecast, April 19, 1996). If the average annual population growth based on an annual growth rate of 3.9% is projected forward to the year 2005, King City's population would grow to 14,215 persons. This figure is very close to that projected in the AQMP; in fact, this general plan references both sets of projections, and is therefore **consistent** with the APCD Air Quality Maintenance Plan.

In conclusion, state, regional, and local agencies are not regarded to be a constraint to the provision of additional housing units. Existing policies to prevent the conversion of agricultural land and/or ambient air quality degradation are unlikely to result in unreasonable limits on the construction of additional housing units.

2.2.12 Non-Governmental Building Constraints

Non-governmental constraints on housing are those factors which local governments cannot control. These include the cost of land, cost of construction, and availability of financing for home builders.

The cost of land in King City has not, in the past, been a constraint to development. The cost of developable land and the cost of building a home in King City are similar to the cost in other cities of southern Monterey County.

II. HOUSING PLAN

3.1 Objectives

HCD requires that every local jurisdiction include quantified housing objectives in its housing plan. The following are the quantified objectives which King City shall strive to meet by January 1, 2001:

- **Ensure that 45 percent of all housing stock is affordable to very-low- and low- income households. Of the total of 591 new housing units in all affordability categories, at least 266 should be affordable to very low- and low-income housing units.**
- **Encourage the construction of 591 new housing units, rehabilitate 25 substandard housing units (five units annually), replace 25 housing units (five units annually), and conserve 2,780 housing units.**
- **Increase the number of manufactured homes and increase the number of mobile homes at a minimum rate of seven per year for five years, thereby increasing the number of mobile home units from 296 to 331 units.**

3.2 Goals, Policies, and Programs

The following goals, policies, and programs address concerns or needs identified in section two of this document. Policies and programs set the framework for the necessary effort and community involvement in achieving the housing goals. The appendix of this document includes for each housing program a summary, the need to be served, the agency/official responsible for implementation, the funding source, and the time frame.

3.2.1 Housing Availability and Services

Goal 3.2.1 To Provide New Housing Units in Designated Areas Accessible to All Members of the Community in Accordance with the Fair-Share Housing Construction Goals

Policy A: Encourage the construction of housing units on remaining vacant parcels within the Amstar, Bacciarini, and Royal Coach Park annexation areas.

Program 1: King City shall cooperate with project proponents for housing projects on parcels within the Amstar, Bacciarini, and Royal Coach Park annexation areas by granting consultation meetings during the conceptual stage of a project proposal and by designating as high priority those housing project applications received on parcels in these annexation areas.

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Program 2: King City shall, when feasible, assist project proponents with obtaining financial assistance for the extension of public services and infrastructure to annexed areas which will accommodate future residential development. This will be negotiated through the development agreement process for each individual project.

Policy B: Encourage the construction of new housing units on existing vacant lots and underutilized lots to assist in meeting its fair-share housing construction goals.

Program 3: King City shall encourage owners of vacant lots and underutilized lots to accept incentives such as low-interest loans and density bonuses in order to encourage the construction of additional housing units, including secondary housing units within the city.

Policy C: King City shall initiate proceedings for the annexation of additional sites to assist in meeting the fair-share housing construction goals established by the local council of governments. This should be initiated upon buildout of the existing and currently proposed annexations, as such actions are warranted.

Program 4: King City shall initiate proceedings to amend the appropriate legislative documents to allow for the future annexation of additional sites to provide additional housing units, when such annexations are deemed to be necessary to meet its fair-share housing construction goals. Such proceedings would include amendments to the sphere-of-influence for King City.

Program 5: King City may require that any new large-scale housing development (i.e., over 100 units) incorporate a variety of housing types, including standard single-family housing units, multi-family housing units, planned development units, and zero-lot-line housing units. Specific land-use and zoning designations shall be negotiated through the development agreement process, and should meet the City's fair-share housing goals.

Policy D: Ensure the provision of adequate public services for new housing units.

Program 6: King City shall evaluate and coordinate all opportunities for providing public services to new housing units, including, but not limited to, block grant funds, redevelopment funds, formation of assessment districts, other federal and state grants, joint powers agreements, and issuance of special bonds.

Program 7: King City shall continue to set aside tax increment funds for public service infrastructure improvements such as those improvements identified in the redevelopment plan.

3.2.2 Housing Affordability

Goal 3.2.2 To Provide Equal Housing Opportunities for Very-Low, Low-, and Moderate-Income Households

Policy E: Encourage the construction of affordable owner and rental housing for very low-, low-, and moderate-income households.

Program 8: King City shall encourage the use of manufactured homes and mobile homes as an alternative to conventional single-family homes to increase affordability. King City shall have site and architectural review control over the construction of all manufactured homes and mobile homes as permitted in California State law.

Program 9: King City shall grant density bonuses or equal financial incentives to qualified housing projects that provide units affordable to very low- and low-income households, as required by State law.

Program 10: King City shall continue to work with other communities in the southern portion of Monterey County and the Board of Supervisors of Monterey County in the development of a cooperative agreement to provide affordable housing to meet the fair- share housing goals of these communities.

Program 11: King City shall continue to work with all public agencies and non-profit housing organizations in mutual efforts to provide affordable housing.

Policy F: Promote innovative development plans that will help to increase the number of affordable housing units.

Program 12: King City shall encourage new large-scale housing developments to incorporate concepts such as planned development, cluster development, zero-lot-line housing concepts, and other innovative development concepts within residential zones to help reduce construction costs and provide affordable housing units. Specific land use and zoning designations shall be negotiated through the development agreement process and should strive to meet the City's fair-share housing goals.

Program 13: King City shall encourage the construction of owner-and renter- occupied housing units on existing and future commercial lots where such mixed uses are feasible and are consistent with the King City Noise Element and the Zoning Ordinance. Projects shall be evaluated on an individual basis, utilizing the following criteria:

- a. Permit the structure only if constructed simultaneously with or subsequent to the main structure on the same lot.
- b. Limit the amount of residential square footage in a mixed-use development to no more than 50 percent of the total commercial square footage.
- c. Require that the rental housing unit be suitable for living with regard to all health and safety requirements, noise conditions of surrounding uses, etc.
- d. Acknowledge the priority of commercial uses in mixed-use developments by requiring that a statement be issued to potential renters advising them of potential nuisances of surrounding uses. This statement shall be provided by King City.
- e. Require that at least one off-street parking space per residential unit be provided and that all traffic concerns be addressed. Parking supplied for rental housing units may be included in the overall parking requirement for the entire site.

3.2.3 Housing Rehabilitation

Goal 3.2.3: To Rehabilitate the Existing Housing Stock to Meet Health and Safety Requirements

Policy G: Rehabilitate substandard units to ensure that all housing units provide a healthy and safe environment for their inhabitants.

Program 14: King City shall encourage the systematic use of its tax increment funds, as well as sources other than tax increment finances, to rehabilitate the existing very-low, low-, and moderate-income housing supply. One option may include a revolving loan program to be administered by local institutions applicable to the entire community.

Policy H: Provide replacement housing when housing units are proposed for demolition in conjunction with redevelopment activities.

Program 15: King City shall provide housing for persons or families displaced as a result of the implementation of 1986 King City Redevelopment Plan. Such housing shall be suitable to the needs of such displaced persons or families and must be decent, safe, and sanitary.

3.2.4 Housing For Special Needs Groups

Goal 3.2.4: To Provide Housing Opportunities for Special Housing Needs Groups

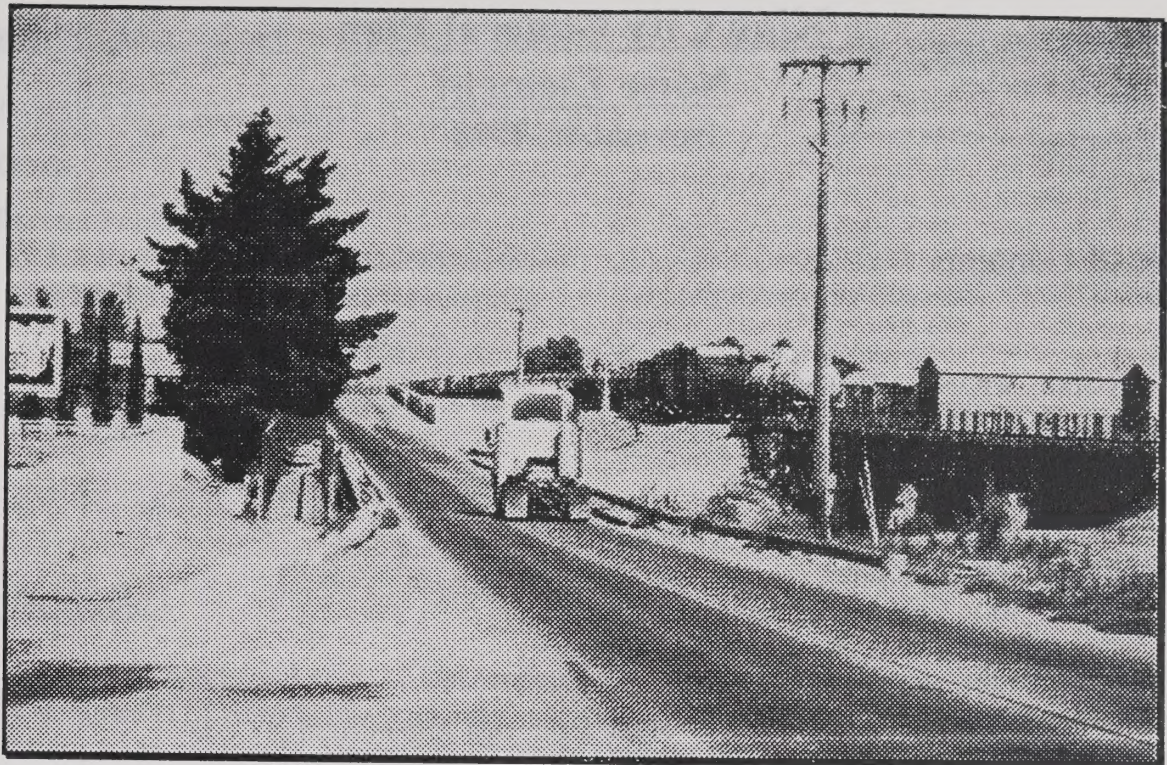
Policy J: King City shall encourage housing opportunities for those residents who have special housing needs, such as the farm workers, large families, and the elderly.

Program 16: King City shall continue to work with other communities in the southern portion of Monterey County and the Board of Supervisors of Monterey County to amend the current county requirements and limitations on providing housing for all categories of farm workers, including single-males and large families on farms.

Program 17: King City shall encourage the establishment of affordable single-room occupancy dwelling units to accommodate farm workers who do not have families. These facilities should provide common recreation and eating areas if feasible. The zoning ordinance should be reviewed and amended, if applicable, to identify specific areas of the city in which these facilities can be located in order to be compatible with surrounding land uses.

Program 18: King City shall encourage the provision of multi-family housing units for large-families in new multi-family housing developments, including the remaining portion of the Amstar Annexation area containing approximately 19.25 acres. This could be accomplished through the negotiation of development agreements for each new multi-family housing development or through the site and architectural review process.

Program 19: King City should investigate the possibility of making multi-family housing sites available through the redevelopment process by purchasing and consolidating



King City General Plan NOISE ELEMENT



KING CITY
C A L I F O R N I A

Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan

Noise Element

November, 1998

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1: INTRODUCTION AND BACKGROUND

1.1 Introduction

Sound is a pressure phenomenon in the atmosphere generated by any sort of motion -- the passing of a jet airliner, the movement of train wheels over rails, or the working of train and auto engines. Part of the energy of motion goes into sound waves, which travel out in all directions, eventually reaching human ears. When the pressure variations of sound waves strike an eardrum, it vibrates in response to the changes in pressure. Each such disturbance of the eardrum is then carried to the brain where it is interpreted as a sound.

We are reared in an environment where certain levels of sound are intuitively considered by the average human being to be normal. Increasingly, however, our environment contains sounds which to the average person can be called "unwanted." Such unwanted sound is known as noise. In recognition of a need to protect citizens against the encroachment of noise into their communities and places of residence, the State of California requires

that a Noise Element be included in the General Plan of every city and county.

This General Plan Element for the City of King, is concerned with present and potential noise levels and with specific recommendations that the city can follow to control the various sources of community noise which affect its quality of life. This Noise Element was originally prepared in 1975, and was updated in 1995 and 1996 to reflect changing conditions (traffic volumes and land use patterns) as well as changing practices in how planning and other regulations deal with the noise environment.

Development of the Noise Element involves gathering and setting forth information in four major phases or steps, defined by the California Department of Health Services (1976). These major phases, and the corresponding sections within this Noise Element in which each is presented, are shown below:

STEPS IN THE DEVELOPMENT OF A NOISE ELEMENT

<u>Major Step</u>		<u>Section in This Noise Element</u>
A. Noise Environment Definition	1.0	Introduction and Background
	2.0	Noise Levels In The City
B. Noise Compatible Land Use Planning	1.2	Approach To Noise Control
	3.0	Goals And Policies
C. Noise Mitigation Measures	1.2	Approach To Noise Control
D. Enforcement	1.2	Approach To Noise Control
	3.0	Goals And Policies

The remaining discussion in this section will describe how sound is measured, and how it noise affects daily living. Appendix A provides a glossary of technical terms appearing in the Noise Element.

1.1.1 Measurement of Sound

Measurements of variations in air pressure associated with sound waves are expressed in terms of decibels (dB). The weakest sound normal human ears can hear has a sound level of zero decibels (0 dB). Because the sound level measuring scale is logarithmic, every arithmetical increase in decibels which is a net gain of ten dB (for example, from 60 dB to 70 dB) means that the sound energy increases geometrically ten times. This means that a sound ten times more intense than a 0 dB sound has a sound level of 10 dB; a sound 100 times more intense than 0 dB has a sound level of 20 dB; a sound 1000 times more intense than 0 dB has a level of 30 dB, and so on to the level of pain, 130 dB, a sound ten-million-million times more intense than 0 dB.

Some confusion may arise in determining the overall sound level from multiple noise sources. When combining two sounds, each with equal sound levels, the sum is not twice the original level but the original level plus 3 dB. For example, when two jet aircraft, each producing a sound level of 120 dB are put together, the resultant sound level is 123 dB and not 240 dB as would be the case if the relationship between sound pressure and dB level were directly proportional and linear.

When combining unequal sound levels, such as the sound from a truck of 90 dB and the sound from a bus of 84 dB, the total is not 174 dB, but rather 91 dB. Equation 1 shows how to calculate the sum of different noise levels.

$$NL_t = 10\log(10^{NL_1/10} + 10^{NL_2/10})$$

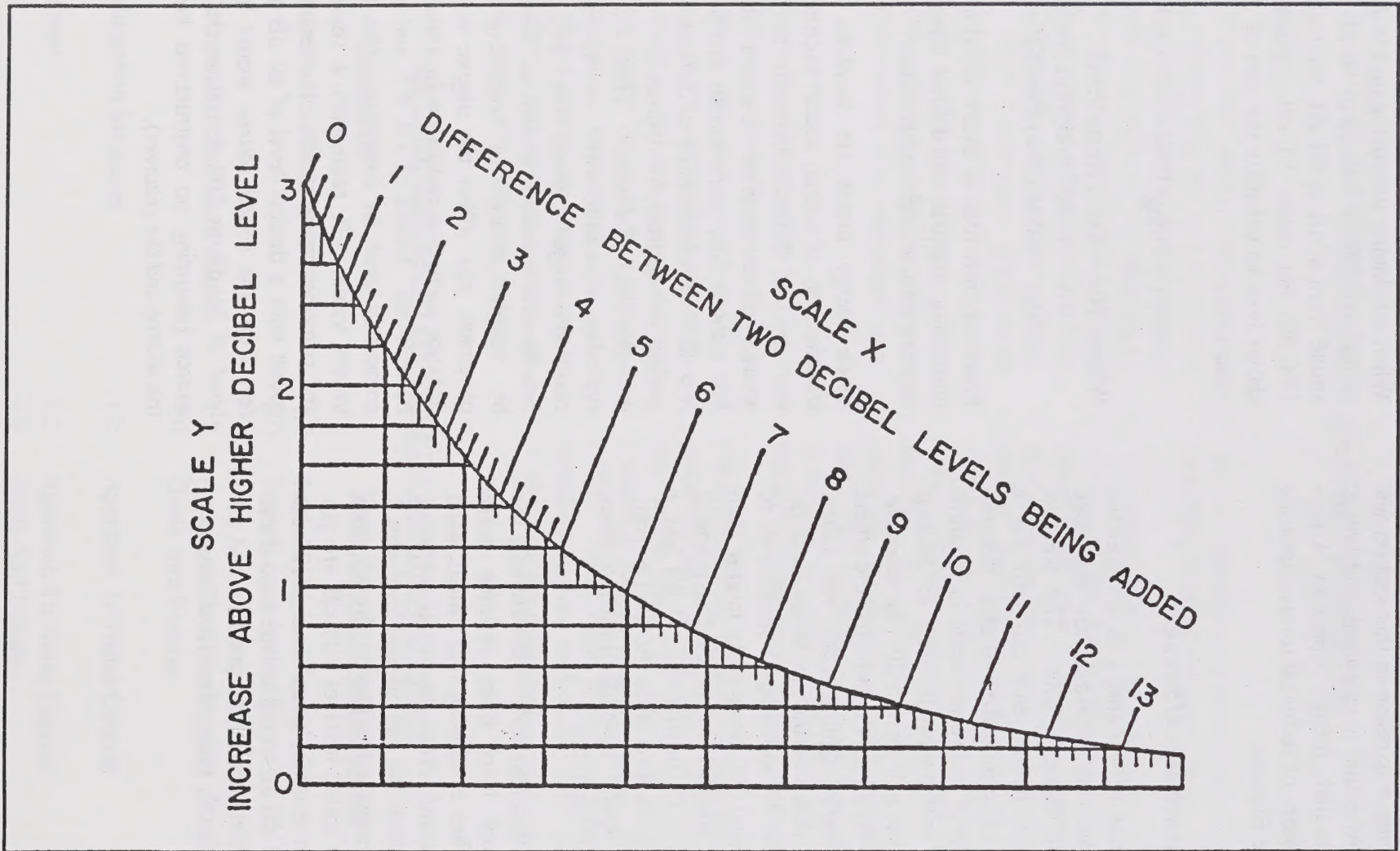
Where: NL_t = Total Noise Level

NL_1 = Noise Level from Source 1

NL_2 = Noise Level from Source 2

Figure 1 provides a chart developed for combining unequal sound level signals, and explains how to add decibel values.

Since energy losses are involved in the transmission of sound, sound becomes quieter as the distance between the sound source and the receiver of sound increases. For a theoretical point source, the decrease is 6 dB for each doubling of distance. For a perfect line source, the decrease is 3 dB for each doubling of distance. Thus, the values typically measured and computed for roadways range between these two limits. Site-specific conditions, such as absorption by rough ground or reflection from pavement, also affect the degree to which distance causes a reduction in transmitted noise levels. Values of 4.0, 4.5, and 5.0 are commonly used for roadways. Use of the lowest value, 4.0, represents a reasonable and conservative approach. For example, a sound with a decibel level of 60 dB at 100 feet from the sound source would have a level of 56 dB at 200 feet from the same source (assuming no obstructions between the source and the receiver).



(Source: County of Santa Clara
Planning Department, 1972)

Figure 1: Chart for Combining Levels
of Uncorrelated Sounds

In terms of loudness, a sound 10 times more intense than another (arithmetically 10 dB higher) is not perceived by the human ear as being 10 times as loud as the first, but rather it is perceived as being twice as loud. If it is 100 times more intense (arithmetically 20 dB higher), it would be perceived as being 4 times as loud as the first, and so on. It should be noted that it is difficult for the average person to detect differences of much less than three decibels. A person with normal hearing is not able to detect any difference between, for instance, a 40 dB sound and a 41 or 42 dB sound; however, the same person is able to detect some difference between a 40 dB and a 43 or 44 dB sound.

Table 1 shows the sound level and loudness of typical sounds in indoor and outdoor environments. All sound levels appearing in Table 1, and throughout this report, are sound levels measured using the A-weighting network, or A-scale, of a standardized sound level meter. The A-weighting network most closely approximates the response of the human ear to sound. Decibel ratings of sounds measured on the A-scale are notated "dBA," for example 60 dBA.

1.1.2 Noise and its Impact

Unwanted sound, or noise, can adversely affect many aspects of daily living. The most significant and most obvious harmful effect of noise on man is loss of hearing. Continued exposures to noise levels exceeding 100 decibels can lead to temporary and, eventually, to permanent hearing loss.

While normal environmental noise, even near freeways, does not yet approach levels associated with hearing loss, it nevertheless produces numerous undesirable effects on humans. Noise interrupts thought and mental concentration, which, in turn, not only lowers the working efficiency of people doing exacting or predominantly mental work, but also makes them more nervous, irritable and generally unsettled. At sound levels above 50-60 decibels, a noise can disturb normal conversation. Noise can also interfere with communication by preventing the intelligent reception of voice sounds in classroom lectures, over the telephone, and reception of radio and television programs. In some situations, excessive noise can result in definite safety hazards; for example, by inability of a truck driver to perceive audible warning signals.

At sound levels above 35-45 decibels, noise can disturb a sleeping person. Noise which is not sufficient to arouse a person may impair the quality of sleep by shifting him from a deep stage of sleep to a shallower stage, or deprive him of that portion of sleep which is connected with dreaming and which is thought to be most important for rest.

While studies have shown that people vary markedly in their susceptibility to noise, and one can expect to find some highly susceptible individuals in almost any community or neighborhood, discussions and recommendations in this Noise Element are based on noises and noise levels that are considered unacceptable to persons having normal hearing sensitivity, rather than to those who are highly sensitive to noise.

TABLE 1

**Sound Level and Loudness of Typical Sounds
In Indoor and Outdoor Environments**

dBA	Subjective Impression	Community (Outdoor)	Home or Industry (Indoor)	Relative Loudness (Human judgement of different sound levels)
80 70		High urban ambient sound (80 dBA) Passenger car, 65 mph, @ 25 ft. (77 dBA) Freeway @ 50 ft. from pavement edge, 10:00 a.m. (76 ±6 dBA)	TV-audio, vacuum cleaner (70 dBA)	REFERENCE LOUDNESS 70 dBA
70 60	Moderately Loud	Air conditioning unit @ 100 ft. (60 dBA)	Cash register @ 10 ft. (65-70 dBA) electric typewriter @ 10 ft. (64 dBA) Dishwasher (rinse) @ 10 ft. (60 dBA) Conversation (60 dBA)	1/2 as loud
60 50		Large transformers @ 100 ft. (50 dBA)		1/4 as loud
50 40	Quiet	Bird calls (44 dBA) Lower limit urban ambient sound (40 dBA)		1/8 as loud
Just Audible (dBA scale interrupted)				
10 0	Threshold of hearing			

(Source: Bolt, Beranek and Newman, 1971)

TABLE 1

**Sound Level and Loudness of Typical Sounds
In Indoor and Outdoor Environments**

dBA	Subjective Impression	Community (Outdoor)	Home or Industry (Indoor)	Relative Loudness (Human judgement of different sound levels)
130 120	Painful	Military jet aircraft take-off, with after-burner, @ 50 ft. (130 dBA)	Oxygen torch (121 dBA)	32 times as loud
120 110	Uncomfortably Loud	Turbo-fan aircraft at take-off power, @ 200 ft. (118 dBA)	Rock band (108-114 dBA)	16 times as loud
110 100		Jet flyover @ 1,000 ft. (103 dBA) Boeing 707, DC-8, @ 6,080 ft., before landing (106 dBA) Bell J-2A helicopter @ 100 ft. (100 dBA)		8 times as loud
100 90	Very Loud	Boeing 737, DC-9, @ 6,080 ft., before landing (97 dBA) Motorcycle @ 25 ft. (90 dBA)	Newspaper press (97 dBA)	4 times as loud
90 80		Car wash @ 20 ft. (89 dBA) Propeller plane flyover @ 1,000 ft. (88 dBA) Diesel truck, 40 mph, @ 50 ft. (84 dBA) Diesel train, 45 mph, @ 100 ft. (83 dBA)	Food blender (88 dBA) Milling machine (85 dBA)	2 times as loud

1.2 Approach to Noise Control

1.2.1 Noise Control Legislation

Legislation at both the federal and state level has been passed to deal with the problem of noise pollution. This section describes the most significant noise control legislation, first at the federal and then at the state level.

Federal Noise Control Act of 1972

The purpose of this act is to authorize the establishment of federal noise emission standards for products distributed in commerce, and to provide information to the public respecting the noise emission and noise reduction characteristics of such products. The "products" include those identified as major noise sources which fall within the categories of transportation, electrical and electronic, and any motor or engine.

The Federal Environmental Protection Agency (EPA) Office of Noise Abatement and Control has the following goals for implementing the Act:

1. Structuring and implementing solutions to the problems of aircraft/airport noise.
2. Proposing and promulgating noise emission standards for interstate motor carriers and railroads.
3. Identifying major sources, establishing noise criteria, developing control technology, and proposing and promulgating noise emission standards and regulations for products distributed in commerce.

California Noise Control Act of 1973

This act created the Office of Noise Control in the State Department of Health. It requires that office to maintain a program on noise control, and authorizes it to:

1. Conduct research and finance research by contract with other public and private bodies on the effects, measurement, and control of noise, including but not limited to:
 - a. Investigation of the psychological and physiological effects of noise on humans and the effects of noise on domestic animals, wildlife, and property, and determination of acceptable levels of noise on the basis of such effects.
 - b. Development of improved methods and standards for measurement and monitoring of noise.
 - c. Determining the most effective and practicable means of controlling noise generation, transmission, and reception.
2. Coordinate with and become knowledgeable concerning the noise research programs of other governmental entities, including the federal government.
3. Disseminate to the public information on the effects of noise, acceptable noise levels, and techniques for noise measurement and control.

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Noise Insulation Standards of the California Administrative Code

Noise Insulation Standards, adopted by the State Housing and Community Development Commission in February 1974, establish uniform minimum noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings, other than detached single-family dwellings, from the effects of excessive noise.

The Noise Insulation Standards are in the form of regulations concerning sound transmission control between dwelling units (through provisions for airborne sound insulation for walls, and for both airborne and impact sound insulation for floor-ceiling assemblies) and noise insulation from exterior sources (through design provisions). These standards appear in Appendix B.

Vehicular Noise

The authority for establishing noise standards for motor vehicles rests with the state, and consequently other agencies are restricted from setting their own motor vehicle noise standards by state pre-emption. California has six different types of laws aimed at reducing vehicular noise: (1) objective on-the-road limits; (2) objective new vehicle limits; (3) traditional non-objective limits; (4) muffler certification; (5) tire certification; and (6) off-road vehicle regulation. Vehicle code enforcement of the state's non-objective limits is primarily a responsibility of the California Highway Patrol; however, municipal police departments also participate in enforcement of these limits.

These limits are called "non-objective" because violations are not determined by objective measurements of noise levels;

rather, the regulations require that motor vehicles be equipped with a properly maintained muffler to prevent excessive or unusual noise.

Additionally, the California Department of Transportation (CALTRANS) has a program aimed at reducing noise along California's highways. One element of the program is aimed at reducing noise emissions from motor vehicles themselves. To accomplish this task, CALTRANS will continue to sponsor research in the area of motor vehicle noise reduction (for example, finding methods to make the diesel engine a quieter noise source), and will support legislation to reduce motor vehicle noise as advances in technology permit it.

A second element of the program calls on local governments to permit only compatible land uses next to freeways, and the third is designed to allow CALTRANS to provide noise attenuation devices in highway planning and construction. ("Methods to Reduce Noise," a later section in this chapter, includes a discussion on the use and design of noise barriers for attenuating roadway noise.) Under this third element, the Department will define a new capital outlay program based on state-wide inventory of noise problems, and establish construction priorities based on objective criteria. Before CALTRANS will consider construction of any noise attenuation measures on existing freeways in an area, the area's local governments must take action to establish land and building regulations controlling the building of homes, schools, hospitals, or other institutions incompatible with freeway development along the highway right-of-way.

Aviation Noise

According to state law, the Department of Aeronautics, counties, and airport proprietors have the responsibility for ensuring that airport operations do not create any undue noise impact as evaluated by community noise equivalent level (CNEL) criteria. The CNEL is a measurement utilized to limit the noise generated by total activity at an airport.

CNEL is based upon the use of an equivalent noise level or L_{eq} . Noise levels commonly vary over time, and the L_{eq} for a specified time period is that noise level which, if held constant, would represent the same total sound energy as the varying noise levels over that same period.

The CNEL is an equivalent noise level over a 24-hour period, with increments or "penalties" added to noise levels during the evening and nighttime periods. This is done in order to account for the increased annoyance caused by noise levels during the evening and nighttime hours. A more detailed explanation of CNEL is contained in the Glossary.

Detailed requirements for monitoring and evaluation of airport noise environments are provided in state aviation noise legislation, and are now being implemented throughout the state. The thrust of the law is to modify all elements of aircraft operation to reduce their impact, including quieter types of planes, reducing the number of flights, and reducing nighttime operations. According to criteria of Title 4, California Administrative Code, local airports, such as the King City Airport, are exempt from the code's requirements of establishing noise monitor systems and of developing CNEL boundaries.

1.2.2 Exterior Noise Standards

For determining the general compatibility between exterior noise levels and various land uses, most standards rely on either the CNEL described above, or on a very similar noise descriptor called the day-night average noise level, or L_{dn} . L_{dn} is also a 24-hour equivalent noise level, and also has a 10 dBA "penalty" added to noise during the nighttime hours of 10:00 p.m. - 7:00 a.m. Unlike the CNEL, the L_{dn} does not distinguish between daytime evening hours. The difference between the two descriptors is usually on the order of 0.5 dBA. Since this difference is usually less than the uncertainty of noise predictions and is certainly less than most people would be able to distinguish, the two noise descriptors--CNEL and L_{dn} --are commonly used interchangeably.

Table 2, "Exterior Land Use/Noise Compatibility Levels," provides standards to be used for reviewing plans for development of various land uses, and for determining whether or not special noise attenuation measures should be provided in proposed developments. While these standards are intended to be guidelines for future development, they may also be referred to for evaluating present conditions within the City. Section 2 of this Noise Element uses the noise levels contained in Table 2 as the reference values for judging the compatibility of existing and proposed land uses with present and projected noise levels.

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Table 2: Exterior Land Use/Noise Compatibility Levels

Generalized Land Use	Exterior Ldn Range	General Land Use Recommendation*
Residential and Institutional	Less than 65 dBA Greater than 65 dBA	A B
Commercial and Industrial	Less than 75 dBA Greater than 75 dBA	A B
Park and Open Space	Less than 65 dBA Greater than 65 dBA	A C

* Recommendation:

- A - New construction or development will be subject to no adverse noise impacts, and will require no special noise attenuation features.
- B - New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise attenuation features included in the design.
- C - New building construction involving concentrations of people (spectator sports and some recreational facilities) should generally be avoided unless an analysis of noise reduction requirements is made and needed noise attenuation features included in the design.

For new development which would include funding by the U.S. Department of Housing and Urban Development (HUD), certain HUD noise standards must be observed. HUD Transmittal Notice 1390.2 sets forth exterior noise exposure standards for sites for new residential construction, single or multifamily; these standards appear in Appendix C. Appendix C also presents HUD standards for interior noise exposures of new and rehabilitated construction, for noise insulation between multi-family dwelling units, and for other land uses and existing housing.

The Federal Highway Administration (FHWA) has issued, in the Federal Aid to Highways Act (1973), specific ambient noise level standards, for various land uses, that must be met before any proposed federal-aid highway improvements receive approval. Appendix D presents these standards. Under the FHWA act, noise levels associated with proposed federal-aid highway improvements are to be predicted (by highway agencies in cooperation with local agencies), and these predictions are to be presented at public hearings. Plans and specifications for any proposed project on any federal-aid system must also include adequate measures to implement the appropriate noise level standards.

1.2.3 Methods to Reduce Noise

There are a number of methods by which the overall levels of sound in a community may be decreased. These relate to a variety of situations and are discussed topically below.

Highway Design and Noise Barriers

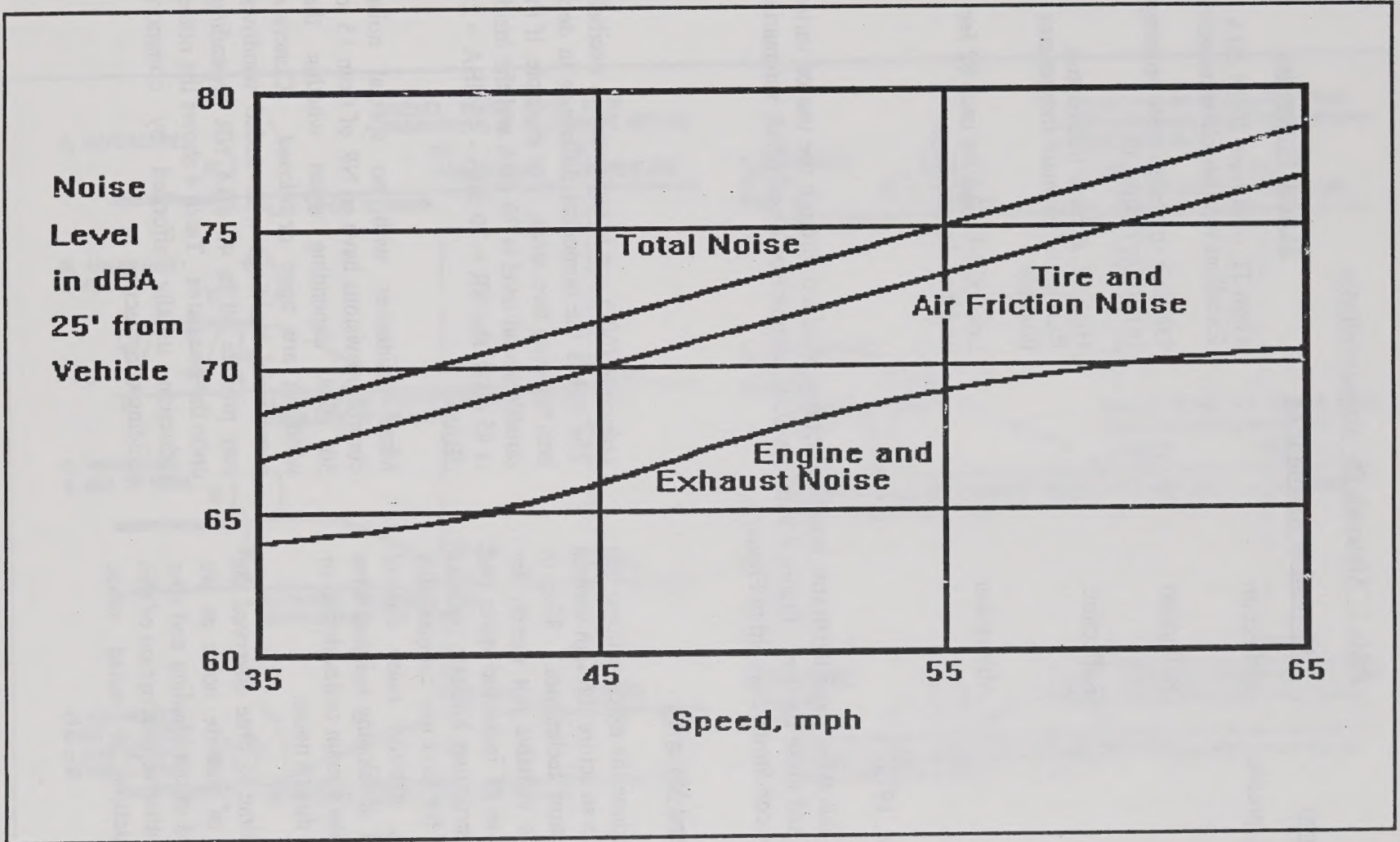
An overwhelming source of noise in urban areas is road traffic. Prime offenders are motorcycles and diesel-engine trucks and buses, all of which emit approximately 10 to 15 dBA more noise than autos at typical highway speeds. With the continual increase of traffic on the roads, the noise problem yearly becomes more acute.

For an understanding of the components of automobile noise, Figure 2 illustrates how sound intensity changes with vehicle speed, and also illustrates the relative proportions of noise generated by the tires compared to the total engine and exhaust components. Figure 2 illustrates that for speeds in excess of 35 miles per hour, the majority of noise is generated by aerodynamic friction and the tire surface interface. Therefore, even if a noiseless engine could be designed, very little benefit would be realized for total highway noise where vehicle operating speeds in excess of 35 miles per hour occur. Since much of the roadway noise problems are generated from high speed facilities, this fact leads us to understand that controlling noise at the vehicular source is not nearly as important an abatement strategy as being able to abate noise levels in the adjacent community through roadway design techniques.

Many different roadway designs are available for reducing traffic noise. The relative effectiveness of each basically depends on the relative height of the roadway, on the noise source itself, and on the height of obstructions between the source and the receptor. Noise from either an elevated or depressed highway ordinarily is received on adjacent land at a lower level than if the roadway were at the same grade as the adjacent land. A depressed highway generally results in less noise for adjacent lands than does an elevated facility.

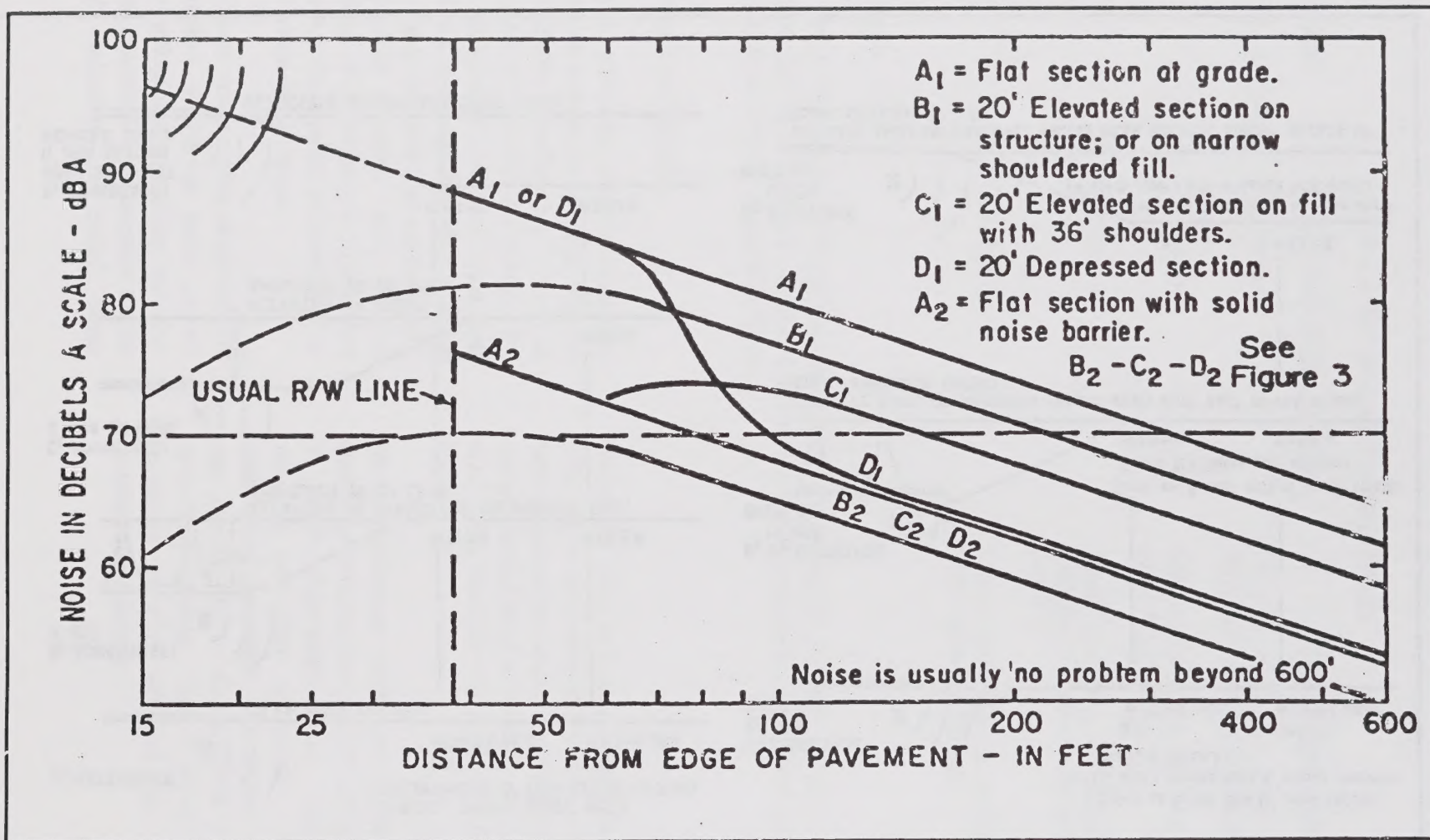
An increasingly common method of reducing roadway noise is use of the noise barrier. Noise barriers are walls or other acoustic shields between the source of noise and its receptor. The main purpose of the barrier is to break and reduce the direct transmission of acoustic energy. The composition of the barrier, its placement, and its height will determine its effectiveness.

In general, sound barriers cannot reduce average noise levels by more than 10 to 15 dBA, although reduction of peak noise levels between 15 and 25 dBA is possible. Table 3 describes various materials used for noise barriers and some of their characteristics, including their sound transmission loss (TL) characteristics. TL is the quantitative measure, expressed in decibels, of the energy lost while a sound passes through a building material; the higher the TL the better the performance of the material.



(Source: Hogan, 1973)

Figure 2: Components of Automobile Noise



(Source: California Assembly Committee on Transportation, 1973)

Figure 4: Noise Comparison Chart for Different Highway Designs

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Table 4: Noise Reduction Afforded by Common Building Construction
Assuming No Special Noise Control Provisions

<u>Construction Type</u>	<u>Typical Occupancy</u>	<u>General Description</u>	<u>Range of Noise Reduction, dBA</u>
1	Residential, commercial, schools	Wood framing. Exterior stucco or wood sheathing. Interior drywall or plaster. Sliding glass windows. Windows partially open	15-20
2	Same as 1 above.	Same as 1 above, but windows closed	25-30
3	Commercial, schools	Same as 1 above, but windows are fixed 1/4-inch plate glass	30-35
4	Commercial	Steel or concrete framing. Curtain-wall or masonry exterior wall. Fixed 1/4-inch plate glass windows	30-40

Note: The range of noise reduction depends on the openness of the windows, the degree of deal, and the window area involved.

Source: Paul S. Veneklasen & Associates, 1973

Practical building exterior noise control techniques are available to improve the noise reduction of typical construction by 10 to 20 dBA. Such techniques which could be used generally involve one or more of the following:

1. Use of heavy weatherstripped exterior doors.
2. Fixed, sealed double windows. (Forced or air conditioning would be required in rooms with sealed windows.)
3. Elimination of baffling of openings through walls, including wall air conditioning, mail slots, attic and crawl space, etc.

4. Adding materials to certain wall and ceiling surfaces, especially beamed ceilings where attics exist.

Construction Activity and Equipment

Often a major, but temporary, source of noise in a community is that associated with construction work. Through all phases of construction, activity noise is a problem, although it is more of a problem during some phases than during others. Studies have been made which indicate that in building construction the initial ground clearing and excavation phases tend to be the noisiest. The subsequent foundation and erection phases tend to be somewhat less noisy, and the final finishing phase again tends to be relatively noisy.

One method to reduce construction activity noise is to use quieter equipment such as sound-shielded or muffled jackhammers and pavement breakers. Means to reduce construction noise other than quieting of equipment include:

1. Replacing individual operations and techniques with less noisy ones, e.g., using welding instead of riveting mixing concrete off-site instead of on-site, and employing prefabricated structures instead of assembling them on-site.
2. Selecting the quietest of alternate items of equipment, e.g., electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic impact tools.
3. Scheduling of equipment operations to keep average levels low, to have noisiest operations coincide with times of highest ambient levels, and to keep noise levels relatively uniform in time; also, turning off idling equipment.
4. Keeping noise equipment as far as possible from site boundaries.
5. Providing enclosures for stationary items of equipment and barriers around particularly noisy areas on the site or around the entire site.

Operation of Household Appliances

Most household appliances are only infrequently, if ever, used outdoors. Significant noise exposure is therefore confined to the occupants of individual homes, except for unusually loud noises radiated through open windows or transmitted through the separating walls or floors and ceilings of adjacent units. Lawnmowers and other yard and garden equipment are used only outdoors, and the outdoor sides of sections of air conditioner units and ventilating fans also radiate noise outdoors. The noise levels produced

by some of these products can be high enough to annoy neighbors, and a household's common sense consideration of appropriate times for using such products can significantly reduce the annoyance caused by their usage.

Noise Ordinance Regulations

Regulations for controlling community noise may be divided into two broad categories depending upon their legal basis. The first type includes regulations which are mainly subjective in nature requiring a great deal of judgement in their application and enforcement. The second type of noise regulation can be considered mainly objective, and is based on some type of noise measurement. Many cities have some combination of the two types of regulations.

Subjective noise regulations usually take the form of general nuisance and disturbance prohibitions, and/or specific activity prohibitions. The main advantage of subjective limits is that no special equipment is required and no technical expertise is required to administer and enforce the standards. There also is some intuitive understanding of the basic concept of nuisance and disturbing activities by the layman. However, application of subjective laws to specific disturbances is highly variable.

Problems of maintaining uniform and equitable enforcement of subjective noise control regulations can be aided by ordinances based upon measured noise limits. They allow much more subtle and specific treatment of different situations and noise sources. Accommodations for available abatement methods and existing technology are possible, allowing the activity or noise source to continue with properly modified performance. In general a much wider flexibility and

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consideration of environmental issues can be included in the drafting of standards based upon specific noise measurements. There are three primary types of objective noise regulations used by municipalities: those which specify an absolute maximum noise level measured at a given distance from the noise source; those which specify an absolute maximum noise level with respect to a specific boundary; and those which specify a maximum incremental increase in noise level above the ambient, or background, noise level.

Whether noise regulations are objective or subjective, enforcement of any noise ordinance should be as simple and easily understood as possible for those who must make the measurements and enforce the ordinance under all types of conditions. If the enforcement agency is one with other responsibilities, such as the Police Department or Building Inspection Department, it is of even greater importance to provide noise standards that are easily understood and measurement methods that are simple and straightforward.

1.2.4 Role of Local Government

The primary role of King City in reducing unwanted noise in the environment lies in applying many of the standards and measures that derive from the programs described above. Preparation of this Noise Element is a major step in that regard, as was adoption of the City Noise Ordinance (Section 17.56.030 of the Municipal Code). In planning for future land uses within the city, the compatibility with anticipated noise levels can be considered. In reviewing specific development proposals, noise levels can be noted and requirements for appropriate noise reduction measures established consistent with the standards in Table 2.

More detail regarding these activities is provided in Section 3, dealing with noise control goals and policies. For King City, the specific individual within the local government who is responsible for coordination of local noise control activities is the Director of the Planning and Building Department.

2: NOISE LEVELS IN THE CITY

2.1 Present Noise Levels

General information regarding the noise environment within King City was gathered through field observations of noise levels, traffic patterns, land uses, point noise sources, and general human activities during typical days. These observations were supplemented with interviews of city officials and others to obtain more direct information regarding noise levels and patterns of noise. The results of this general research are summarized in the following points:

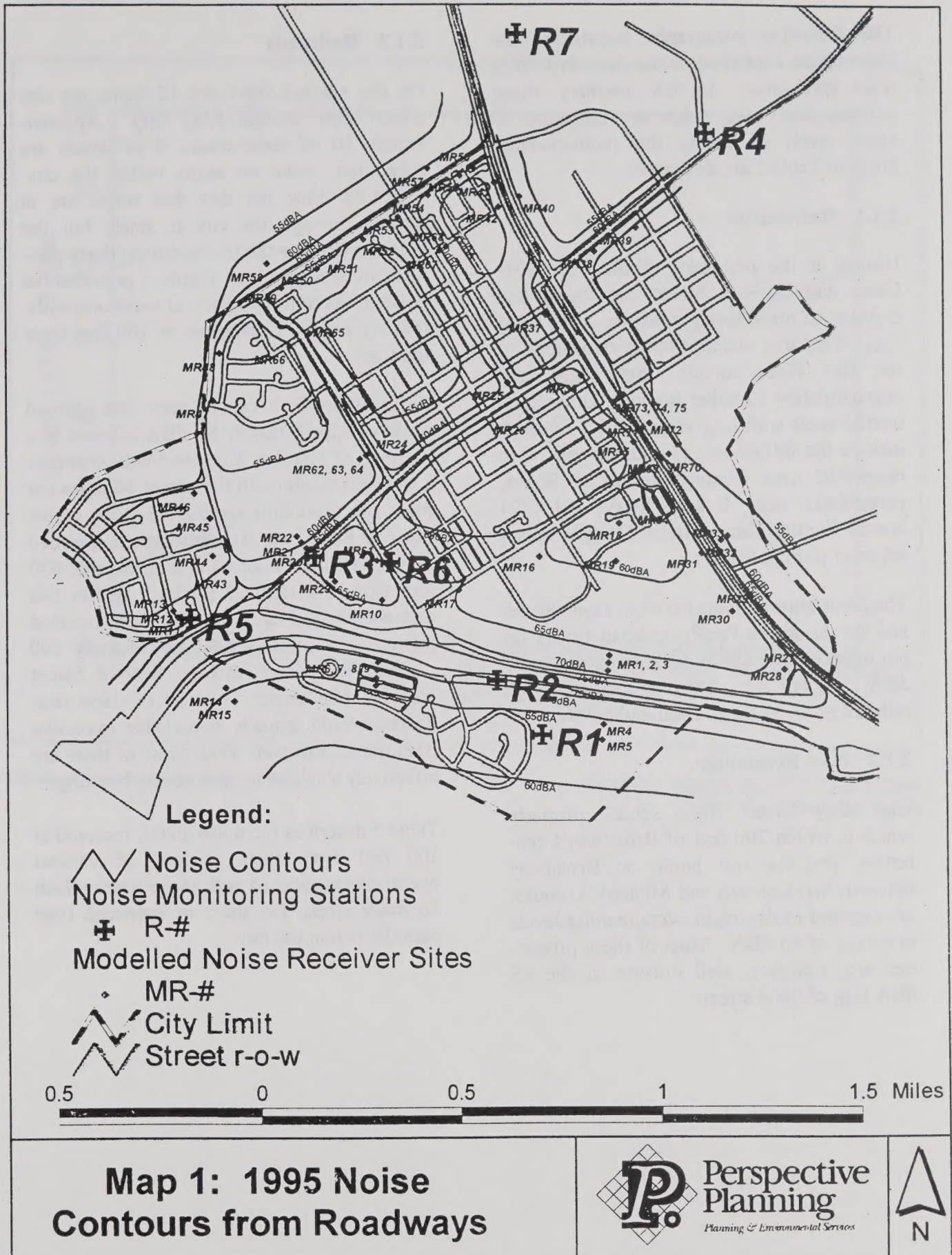
1. Major sources of noise in King City are the freeway (SR 101), the railroad (SP freight and Amtrak), American Star Cogeneration facility (north end of city), miscellaneous packing plants and similar industrial activities, and music performances and activities associated with the annual fair held within the southern area of the city. Of these sources, the only one for which complaints are received by the city is the fair. Specifically, complaints have been limited to amplified music at night time performances at the fair.
2. Noise sensitive areas include all residential and school areas within the city. Specifically, the residential areas in the southern portion of the city near the fair grounds appear to be the most sensitive in terms of generating complaints.
3. The community is generally quite tolerant regarding major noise sources. The city is a major agricultural packing and transport center, and transportation corridor service center. These uses are associated with the major noise sources within the city.
4. Noise problems within King City are generally not severe. Highway and railroad noise effects are typical. Patterns of land use development have generally avoided major incompatibility with noise levels.
5. For most parts of the city, noise levels do not exceed normal compatibility thresholds.

To determine existing noise levels within King City, sound level measurements were made along the city's major streets. The results of these measurements, and noise modelling procedures developed by the Federal Highway Administration (Barry and Reagan, 1978) and the California Department of Transportation (Wood and Hendricks, 1983), were used to develop a series of noise level contour lines, which are shown in Map 1. The contour lines connect those points having the same noise levels; expressed as day-night average noise levels (L_{dn}).

Existing noise walls along San Antonio Drive and First Street were considered when computing noise levels for the contours. In other areas, attenuation was not considered for buildings, walls or other structures outside the roadway right-of-way. In other words, the actual noise levels received at those points not in direct lines-of-sight with the studied roadways are less than indicated on the map. As discussed in the section on noise barriers--Section II--the degree that an intervening structure lessens sound transmission depends on the physical properties and location of the structure.

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The following paragraphs summarize the information contained in the present (1995) noise level map. In this summary, those existing land uses which are impacted by noise levels exceeding the recommended limits in Table 2 are described.

2.1.1 Residential

Homes at the periphery of the U.S. 101-Canal and Division Street interchange are exposed to noise levels in excess of 65 dBA L_{dn} . This area includes about two-thirds of the Rio Plaza mobile home park and approximately 12 other homes. Other residential areas with L_{dn} values above 65 dBA include the following: (1) homes and other residential uses fronting Broadway Street, particularly near U.S. Highway 101; (2) homes fronting Canal Street; (3) apartments adjacent to First Street.

The labor housing units between Jayne Street and the Southern Pacific railroad tracks do not experience roadway noise in excess of 65 dBA L_{dn} , but are subject to relatively high railroad noise levels as discussed below.

2.1.2 Non-Residential

King City Union High School property which is within 200 feet of Broadway's centerline, and the rest home on Broadway between San Lorenzo and Mildred Avenues, are exposed to day-night average noise levels in excess of 60 dBA. Most of these properties are, however, well outside of the 65 dBA L_{dn} of these streets.

2.1.3 Railroads

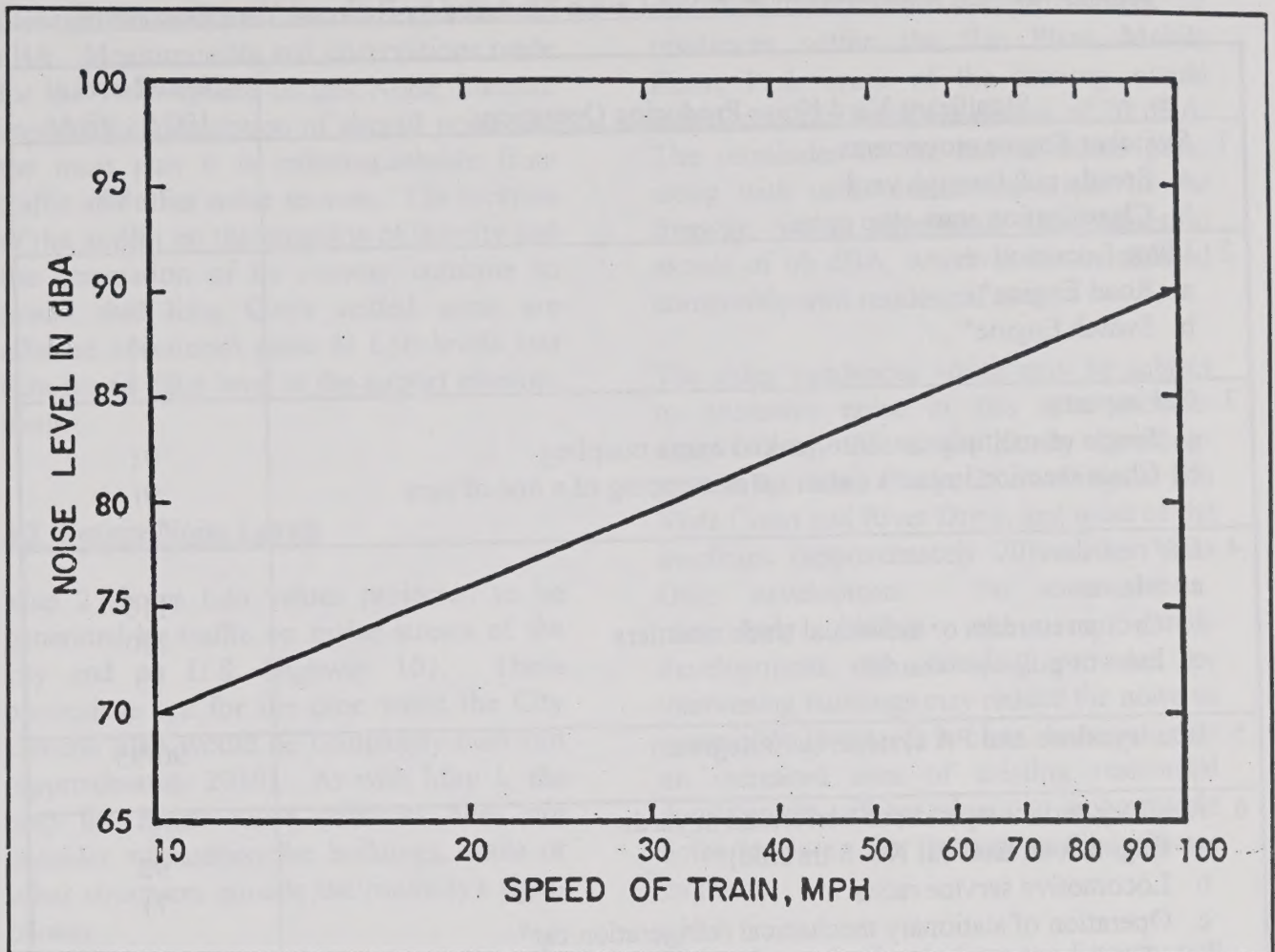
On the average there are 12 trains per day which pass through King City. Approximately 10 of these trains, 4 of which are scheduled, make no stops within the city. The total time per day that trains are in motion through the city is small, but the noise levels near the tracks during these periods can be disruptive. Figure 5 provides the noise levels of freight cars, at various speeds, that are heard at distances of 100 feet from the track.

From Figure 5, it can be seen that railroad noise of approximately 80 dBA is heard at a distance of 100 feet from the track whenever a train passes through the city at 30 miles per hour, the maximum permissible speed within the city limit. At the same speed, railroad noise of 65 dBA is heard at a distance of 630 feet from the railroad tracks. Within this distance are the labor housing units located along Jayne Street, and approximately 200 residences located between Second Street and the train tracks. Not all of these residences would actually experience excessive train noise, however, since many of them are effectively shielded by intervening buildings.

Table 5 describes the noise levels, received at 100 feet from their sources, of various operations associated with those trains which do make stops, for short or extended time periods, within the city.

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(Source: Wyle Laboratories, 1973)

**Figure 5: Noise Level of Freight Cars
at 100 Feet from the Track**

Table 5: Typical Mean-Maximum Noise Levels Produced by Railroad Yard Operations

Significant Yard Noise Producing Operations	Noise Level at 100 ft., dBA
1. Switcher Engine movements	
a. Steady pull through yard	76-80
b. Classification start-stop cycle	80
2. Idling Locomotives	
a. Road Engine*	71
b. Switch Engine*	65
3. Car impacts	
a. Single or multiple cars into parked cars - coupling	91
b. Chain reaction impacts - start up or stopping of a line of cars	91
4. Car retarders	
a. Master	110
b. Group retarders or individual track retarders	110
c. Inert or pull-out retarders	95
5. Loudspeakers and PA systems (at 0 degrees)	90-95
6. Auxiliary service operations performed in yards	
a. Engine load tests (at No. 8 throttle)*	92
b. Locomotive service racks	71
c. Operation of stationary mechanical refrigeration car*	
- Engine-generator side	64-74**
- Condenser side	59-68

* One only

** at 50 feet

Source: Wyle Laboratories, 1973

2.1.4 Aircraft

While CNEL contours are not required for the King City Airport, sound measurements at the airport indicate that flying operations create no significant noise intrusions on the King City environment. Measurements taken (for the 1975 Noise Element) on Bitterwater Road, between Airport Drive and the Soil

Service facilities, show that area's L10 level to be 68 dBA. Both aircraft and truck traffic contribute to this level.

It is interesting to note that during the measurement period, the highest recorded noise level -- 83 dBA -- was caused by a passing

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truck; none of the noise levels caused by the passage of overhead aircraft exceeded 80 dBA. Measurements and observations made for the 1996 update of this Noise Element confirm this description of aircraft noise--for the most part it is indistinguishable from traffic and other noise sources. The location of the airport on the outskirts of the city and the orientation of its runway combine to assure that King City's settled areas are affected by aircraft noise at L10 levels less than the 68 dBA level of the airport environment.

2.2 Future Noise Levels

Map 2 shows Ldn values projected to be generated by traffic on major streets of the city and on U.S. Highway 101. These projections are for the time when the City General Plan would be completely built out (approximately 2010). As with Map 1, the map for future noise contours does not consider attenuation for buildings, walls or other structures outside the roadway's right-of-way.

The following paragraphs summarize the information contained in the future (General Plan Buildout) noise level map. In this summary those existing land uses which are impacted by noise levels exceeding the recommended limits in Table 2 are described. The land uses assumed to exist in the future are those depicted in the Land Use Element of the General Plan.

2.1.1 Residential

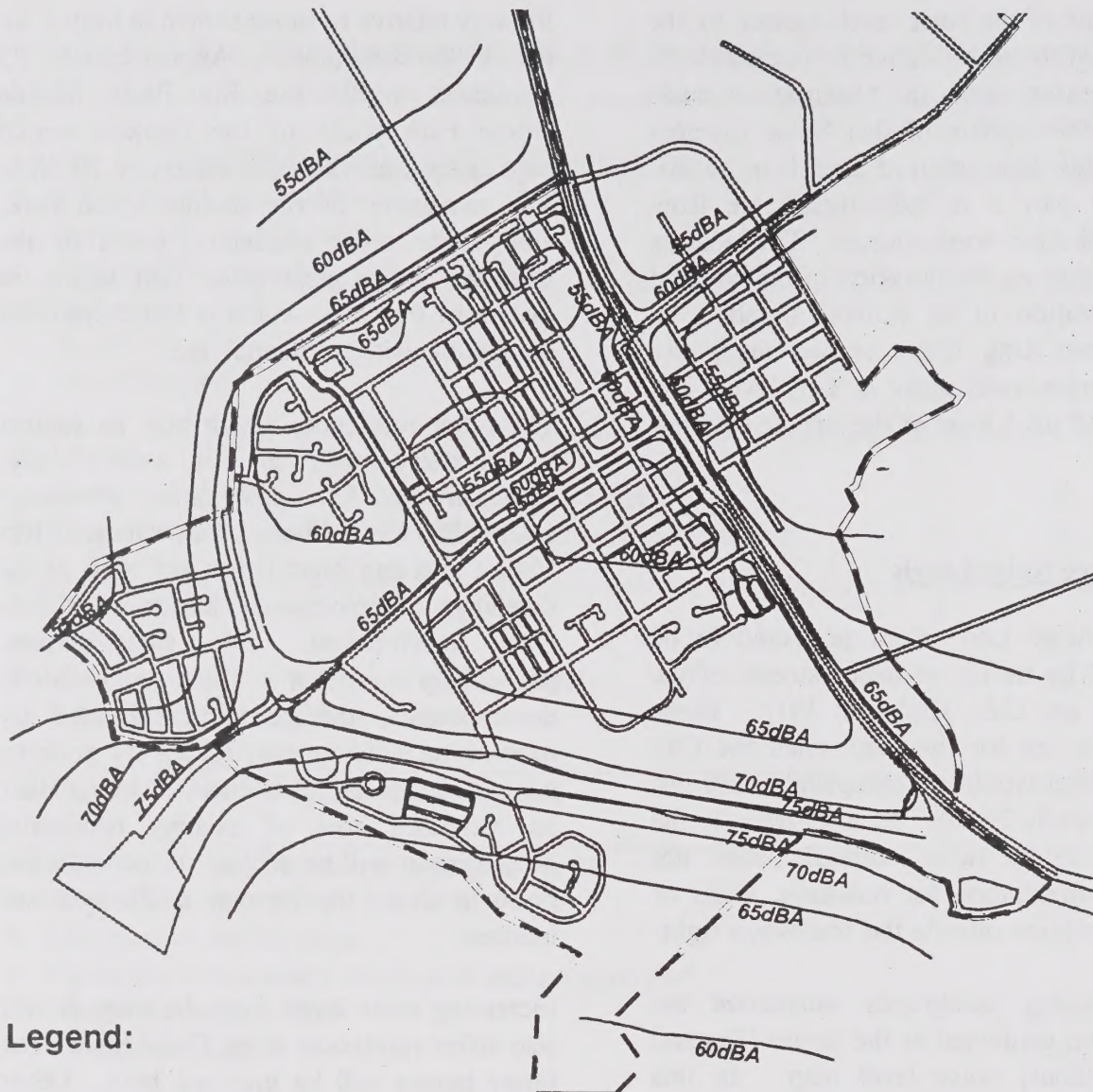
The major change in the noise environment of King City anticipated through the time of the General Plan buildout is the increasing influence of U.S. Highway 101 noise levels. This is obvious as the 70 dBA and 65 dBA Ldn contours move out farther from the

freeway relative to those shown in Map 1 for the 1995 conditions. Approximately 22 residences within the Rio Plaza Mobile Home Park south of the freeway would experience Ldn values in excess of 70 dBA. The remainder of the mobile home park, along with other residences south of the freeway, would experience Ldn values in excess of 65 dBA, which is not considered compatible with residential uses.

The other residences which may be subject to excessive noise in this area include: approximately 33 single family dwellings around Rio Vista Circle, 25 dwellings at Rio Vista Court and River Drive, and most of the dwellings (approximately 20) in the Vista Oaks development. To some extent, particularly within the multi-family developments, the shielding provided by intervening buildings may reduce the noise to compatible levels. It is clear, however, that an increased area of existing residential development will be subject to incompatible noise levels as the freeway traffic volumes increase.

Increasing noise levels from the freeway will also affect residences along Canal Street, but fewer homes will be involved here. Other residential areas north of the freeway will also experience gradually increasing noise levels, but are not expected to exceed 65 dBA Ldn.

Along San Antonio Road, projected traffic increases will also lead to Ldn values above 65 dBA affecting the existing apartments south of Amherst Street. Other residences along San Antonio Road will also experience increasing noise levels. For the most part, however, the existing system of noise barriers will keep the Ldn values below 65 dBA at ground level living areas. Corner lots and second floor living areas closest to



Legend:

-  Noise Contours -- 2005
-  Street r-o-w
-  City Limit

0.5 0 0.5 1 1.5 Miles

Map 2: Noise Contours 2005



**Perspective
Planning**
Planning & Environmental Services



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San Antonio Road will be subject to noise levels just over 65 dBA Ldn.

2.1.2 Future Residential Development Areas

From a noise viewpoint, residential development is feasible in any portion of the outskirts of King City but some areas are more preferable than others. Towards the southeast, south of U.S. Highway 101, freeway noise levels will have to be reduced in order to be compatible with residential land uses. The topography in this area is relatively flat so opportunities for grade differences to reduce noise levels are not present. A combination of adequate buffer distances and noise barriers will be necessary for residential development in this area.

To the east, generally along Lonoak Road, it would be easier to achieve compatibility between noise levels and residential development. The proximity of the railroad, however, does present a constraint--involving noise from the rail operation itself and from future packing or other industrial uses that might locate adjacent to the rail line.

In the northern areas, the noise from future traffic along San Antonio Road, Speckles Road, and Metz Road would not pose an unsurmountable constraint. Of the three, San Antonio Road is the most important noise source. In the event any residential development is pursued in this area, larger horizontal setbacks and attention to noise levels at upper floors would insure compatibility with the future noise levels. Assuming adequate buffer distances are maintained, the airport, co-generation facility, and other industrial noise sources in the northern portion of King City would not represent objectively significant noise

sources to future residential development. These noise sources would be audible, however, and they can be perceived as distinct sources even if their noise levels do not exceed a compatibility threshold. As such, it is possible that these sources could lead to complaints if future residential development is located close to them.

2.1.3 Non-Residential

Under the future traffic conditions, larger portions of King City High School will be subject to Ldn values in excess of 60 dBA, but most buildings will remain below 65 dBA. The increase in exterior noise levels at the High School will be primarily due to traffic on U.S. Highway 101, not increases in local traffic on Broadway Street or Mildred Avenue.

The increasing area within the 65 dBA Ldn contour from the freeway will also include the George Mee Memorial Hospital. Actual noise at the hospital may not reach that level, however, due to the barrier effect of existing buildings in the shopping center to the south. Noise levels will also increase at the City park, and portions of the municipal golf course will be within the future 65 dBA Ldn contour from the freeway. There are no buildings or other features to shield the golf course from these noise increases.

2.1.4 Railroads

Assuming that the designs of railroad locomotives, cars, and tracks are not altered, future railroad associated noise levels will not be different than those indicated in Figure 5 and Table 5 above. Only negotiations with the Southern Pacific to lower train speed limits within the city's boundaries would result in any immediate

lessening of noise levels associated with train passages.

Consideration of railroad noise levels in the planning and design for future residential areas is the best approach to minimizing potential disruption by this noise source.

2.1.5 Aircraft

Until such time as the King City Airport constructs an additional runway, noise levels at the airport can be expected to remain essentially at their present levels. It is anticipated that the addition of a runway will not be needed prior to buildout of the updated General Plan. Development of properties adjacent to the airport as industrial lands, as shown in the Land Use Element, will help to maintain the present favorable situation of separation of aircraft noise from noise-sensitive land uses.

3. NOISE CONTROL GOALS AND POLICIES

3.1 Goals

The ultimate goal of the city's Noise Element is to encourage land utilization patterns which will separate uncontrollable and undesirable noise sources from residential and non-residential noise-sensitive areas. The immediate goal is to reduce the level of noise so that it causes no human stress or health damage, and does not interfere with any reasonable activities and expectations of citizens and businesses.

3.2 Present Policies

King City already has several implementation methods at its disposal to achieve the goals of the Noise Element. It should be the policy of the city to continue to coordinate and utilize methods aimed at securing and maintaining living environments free from excessive and annoying noise:

3.2.1 Environmental Impact Reporting

Pursuant to provisions of the California Public Resources Code, King City adopted an ordinance requiring Environmental Impact Assessments or reports for most proposed projects. Included are uses which require discretionary review and approval through the conditional use permit procedure. As part of the Environmental Impact Report procedure the project must be analyzed in respect to any adverse effects which may be results of noise generated if the project or proposal is implemented. Mitigation measures must be taken to reduce or avoid short or long term adverse effects.

3.2.2 Zoning Ordinance Regulations

The Zoning Ordinance of King City contains general performance standards which specify dBA levels for residential, commercial and industrial uses.

3.2.3 Truck Route Ordinance

King City has a truck route ordinance which specifies the routes which trucks must use within its boundaries.

3.2.4 California Motor Vehicle and Penal Code

The California Motor Vehicle Code, enforced by the police department, contains provisions which regulate noise generated by on-the-road and off-the-road vehicles. The Penal Code, also enforced

by the police department, contains provisions regulating noise sources considered disturbances of the peace.

3.3 Future Policies

Recommendations for the city to adopt as policies for implementing the Noise Element are presented here:

1. The standards for "Exterior Land Use/Noise Compatibility Levels" -- Table 2 of this Noise Element -- and the noise level contour maps should be used for reviewing plans for development or redevelopment of various land uses, and for determining whether or not special noise attenuation measures should be provided in any proposed development which the Planning Commission and/or City Council may conditionally approve.
2. The city should adopt a Noise Ordinance which regulates the loudness, duration and time of various noise emissions within its city limits.
3. The city should review its function and activities to insure that activities as public works construction, refuse collection, and street sweeping, which normally generate relatively high noise levels, are scheduled to coincide with times of highest ambient noise levels.
4. The city should include maximum noise level requirements in specifications of their equipment purchases, including construction equipment and refuse disposal vehicles.
5. The city should actively enforce the Noise Insulation Standards required in the California Administrative Code.

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APPENDIX A

GLOSSARY OF NOISE TERMS

Abatement: The diminution in intensity of a sound.

Airborne Sound: Sound that reaches the point of interest by propagation through the air.

Amplitude: Peak value of a periodically varying quantity such as a travelling sound wave.

Attenuation: A reduction in strength, effect, or amplitude of a sound.

A-Weighted Network (A-scale): The ear does not respond equally to sounds of all frequencies, but is less efficient at low and high frequencies than it is at medium or speech range frequencies. Thus, to obtain a single number representing the sound level of a noise containing a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce, or weight, the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are dBA. Sound level meters have an A-weighting network for measuring A-weighted sound level. The abbreviation for decibels using an A-weighting network is "dBA."

Community Noise Equivalent Level (CNEL): A special composite noise level that represents an equivalent noise level over a 24-hour period, with weighting factors or "penalties" which are added to noise levels during the evening and nighttime periods. A 5 dBA adjustment is added to noise levels during evening hours, from 7:00 p.m. to 10:00 p.m. A 10 dBA adjustment is added to noise levels during nighttime hours, 10:00 p.m. to 7:00 a.m. CNEL is among the most widely used noise descriptors upon which many noise compatibility standards are based. CNEL is computed as follows:

$$CNEL = 10 \text{ LOG } [(12(10^{L_D/10}) + 3(10^{(L_E+5)/10}) + 9(10^{(L_N+10)/10}))]$$

Where: CNEL = Community Noise Equivalent Level

L_D = Hourly equivalent noise level during the daytime (7:00 a.m. - 7:00 p.m.)

L_E = Hourly equivalent noise level during the evening (7:00 p.m. - 10:00 p.m.)

L_N = Hourly equivalent noise level during the nighttime (10:00 p.m. - 7:00 a.m.)

Daytime Equivalent Noise Level (L_D): The equivalent noise level during daytime hours, used in computing either CNEL or L_{dn} .

Day-Night Average Noise Level (L_{dn}): Another composite noise level, very similar to CNEL, that represents an equivalent noise level over a 24-hour period, with a weighting factor or penalty applied to noise levels during the nighttime hours. A 10 dBA adjustment is added to noise levels during nighttime periods (10:00 p.m. to 7:00 a.m.). Like CNEL, L_{dn} is a widely used noise descriptor. L_{dn} values will usually be approximately 0.5 dBA less than CNEL values, and the two are often used interchangeably.

Decibel (dB): A unit measure of sound (noise) level relative to a standard reference sound on a logarithmic scale. The quantity "zero decibels" corresponds to the sound pressure level of the least powerful sound--the standard reference sound--that a very sensitive human ear can hear.

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This standard reference sound has a sound pressure level which is 0.00002 times atmospheric pressure.

Equivalent Noise Level (L_{eq}): A single noise level which, if held constant during a specified time period, would represent the same total energy as a fluctuating sound. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter periods may be specified.

Frequency: The number of oscillations per second of any wave; expressed in Hertz (Hz), or cycles per second (cps).

Impact Sound: The sound arising from the impact of a solid object on an interior surface (wall, floor, or ceiling) of a building. Typical sources are footsteps, dropped objects, etc.

L_{10} (Level): The noise level that is exceeded for 10 percent of any specific sampling time.

Noise Exposure Forecast (NEF): A scale (analogous to CNEL) which has been used by the Federal Government and other agencies in land use planning guides for use in connection with airports. The noise exposure level at a point expressed in the NEF scale is numerically about 35 db lower than if expressed in the CNEL scale.

Noise Level Contours: Noise sources such as airports and trafficways generate a noise environment which can be described by drawing contours on a map. The contour lines connect the points on a land surface map that have the same noise level, and are analogous to lines of equal elevation on a topographic map.

Noise Reduction (NR): The noise reduction between two areas or rooms is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise reduction" combines the effect of the transmission loss performance of structures separating the two areas or rooms, plus the effect of acoustic absorption present in the receiving room.

Resonance: The relatively large effects produced, e.g. amplitude of vibration, when repetitive sound pressure or force is in approximate synchronism with a free (unforced) vibration of a component or a system.

Sound Level Meter: An instrument, consisting of a microphone, an amplifier, an output meter, and frequency-weighting networks, that is used for the measurement of noise and sound levels.

Sound Pressure Level: The variation from atmospheric pressure caused by a sound wave. (Expressed mathematically, the sound pressure level of a sound in question is, in decibels, 20 times the logarithm to the base 20 of the ratio of the pressure of the sound in question to the reference pressure, where the reference pressure is 0.00002 times atmospheric pressure.)

Sound Transmission Loss (TL): A measure of sound insulation provided by a structural configuration.

Statistical Noise Level (L_{90} , L_{10} , etc.): A measurement which gives the noise level exceeded a given percentage of the time. Thus, L_{90} is the noise level exceeded 90% of the time. Statistical noise levels commonly used in analysis include L_{90} , L_{50} and L_{10} .

APPENDIX B

CALIFORNIA ADMINISTRATIVE CODE NOISE INSULATION STANDARDS

CALIFORNIA ADMINISTRATIVE CODE,
TITLE 25 CHAPTER 1,
SUBCHAPTER 1

ARTICLE 4. NOISE INSULATION STANDARDS

1092. Noise Insulation Standards.

(a) Purpose. The purpose of this article is to establish uniform minimum noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings from the effects of excessive noise, including but not limited to hearing loss or impairment and persistent interference with speech and sleep.

(b) Application and Scope. The provisions of this article relating to noise insulation performance standards apply to all applications for building permits made subsequent to the effective date of these regulations.

These regulations shall be effective 6 months after the adoption by the Commission of Housing and Community Development.

(c) Definitions. The following special definitions shall apply to this article as applicable:

(1) Impact Insulation Class (IIC) - A single number rating for ceiling-floor construction that represents the ability of the construction to isolate impact noise, where measurement procedure is based on ASTM E492-73T and as defined in UBC Standard No. 35-2.

(2) Sound Transmission Class (STC) - A single figure rating for floor-ceiling and interior wall partition construction that represents the ability of the construction to isolate airborne noise, where measurement procedure is based on ASTM E90-70 or ASTM E 366-71 and as defined in UBC Standard No. 35-1.

(3) Detached Single-Family Dwelling - Any single-family dwelling which is separated from adjacent property lines by 3 feet or more or is separated from adjacent buildings by 6 feet or more.

(d) Sound Transmission Control Between Dwelling Units.

(1) Wall and Floor-Ceiling Assemblies. Wall and floor-ceiling assemblies separating dwelling units or guest rooms from each other and from public space such as interior corridors and service areas shall provide airborne sound insulation for walls, and both airborne and impact sound insulation for floor-ceiling assemblies.

(2) Airborne Sound Insulation. All such separating walls and floor-ceiling assemblies shall provide an airborne sound insulation equal to that required to meet a Sound Transmission Class (STC) of 50 (45 if field tested) as defined in UBC Standard No. 35-1.

Penetrations or openings in construction assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits, or heating, ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings.

Dwelling unit entrance doors from interior corridors together with their perimeter seals shall have a Sound Transmission Class (STC) rating of not less than 30 and such perimeter seals shall be maintained in good operating condition.

(3) Impact Sound Insulation. All separating floor-ceiling assemblies between separate units or guest rooms shall provide impact sound insulation equal to that required to meet an Impact Insulation Class (IIC) of 50 (45 if field tested) as defined in UBC Standard No. 35-2. Floor coverings may be included in the assembly to obtain the required rating, and must be retained as a permanent part of the assembly and may only be replaced by other floor covering that provides the same sound insulation required above.

(4) Tested Assemblies. Field or laboratory tested wall or floor-ceiling designs having an STC or IIC of 50 or more as determined by UBC Standard 35-1, 35-2 or 35-3 may be used without any additional field testing when in the opinion of the Building Officials the laboratory tested design has not been compromised by flanking paths. Tests may be required by the Building Official when evidence of compromised separations is noted.

(5) Field Testing. Field testing, when required, shall be done under the supervision of a person experienced in the field of acoustical testing and engineering, who shall forward test results to the Building Official showing that the minimum sound insulation requirements stated above have been met.

(6) Airborne Sound Insulation Field Tests. When required, airborne sound insulation shall be determined according to the applicable Field Airborne Sound Transmission Loss Test procedures of U.B.C. Standard No. 35-3. All sound transmitted from the source room to the receiving room shall be considered to be transmitted through the test partition.

(7) Impact Sound Insulation Field Test. When required, impact sound insulation shall be determined in accordance with U.B.C. Standard No. 35-2.

Note: Excerpts from the 1973 U.B.C., Appendix Chapter 35, reproduced with permission of International Conference of Building Officials, 5360 South Workman Mill Road, Whittier, California.

(e) Noise Insulation from Exterior Sources.

(1) Location and Orientation. Consistent with land use standards, residential structures located in noise critical areas, such as proximity to select system of county roads and city streets (as specified in 186.4 of the State of California Streets and Highways Code),

railroads, rapid transit lines, airports, or industrial areas shall be designed to prevent the intrusion of exterior noises beyond prescribed levels with all exterior doors and windows in the closed position. Proper design shall include, but shall not be limited to, orientation of the residential structure, setbacks, shielding, and sound insulation of the building itself.

(2) Interior Noise Levels. Interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room.

(3) Airport Noise Source. Residential structures to be located within an annual CNEL contour (as defined in Title 4, Subchapter 6, California Administrative Code) of 60 require an acoustical analysis showing that the structure has been designed to limit intruding noise to the prescribed allowable levels. CNEL's shall be as determined by the local jurisdiction in accordance with its local general plan.

(4) Vehicular and Industrial Noise Sources. Residential buildings or structures to be located within exterior community noise equivalent level contours of 60 dB of an existing or adopted freeway, expressway, major street, thoroughfare, railroad or rapid-transit line shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable interior noise levels prescribed in Section 1092(e)(2).

Exception: Railroads, where there are no nighttime (10:00 p.m. to 7:00 a.m.) railway operations and where daytime (7:00 a.m. to 10:00 p.m.) railway operations do not exceed four (4) per day.

(f) Compliance.

(1) Evidence of compliance shall consist of submittal of an acoustical analysis report, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for building permit. The report shall show topographical relationship of noise sources and dwelling site, identification of noise sources and their characteristics, predicted noise spectra at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction (measured or obtained from published data), noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met. If interior allowable noise levels are met by requiring that windows be unopenable or closed, the design for the structure must also specify the means that will be employed to provide ventilation, and cooling if necessary, to provide a habitable interior environment.

(2) Field Testing. Only when inspection indicates that the construction is not in accordance with the approved design, field testing may be required. Interior noise measurements shall be taken under conditions of typical maximum exterior noise levels within legal limits. A test report showing compliance or noncompliance with prescribed interior allowable levels shall be submitted to the Building Official.

Where a complaint as to noncompliance with this article requires a field test to resolve the complaint, the complainant shall post a bond or adequate funds in escrow for the cost of said testing. Such costs shall be chargeable to the complainant when such field tests show that compliance with these regulations is in fact present. If such tests show noncompliance, then such testing costs shall be borne by the owner or builder.

APPENDIX C

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT NOISE EXPOSURE STANDARDS

HUD NOISE EXPOSURE STANDARDS

1. External Noise Exposures: Sites for New Residential Construction (Single or Multifamily)

"Unacceptable":

Exceeds 80 db(A) 60 minutes per 24 hours

Exceeds 75 dB(A) 8 hours per 24 hours

(Exceptions are strongly discouraged and require a 102(2)C environmental statement and the Secretary's approval.)

"Discretionary" (Normally Unacceptable):

Exceeds 65 dB(A) 8 hours per 24 hours

Loud repetitive sounds on site

(Approvals require noise attenuation measures, the Regional Administrator's concurrence and a 102(2)C environmental statement.)

"Discretionary" (Normally Acceptable):

Does not exceed 65 dB(A) more than 8 hours per 24 hours.

"Acceptable":

Does not exceed 45 dB(A) more than 30 minutes per 24 hours.

2. Interior Noise Exposures (for New and Rehabilitated Residential Construction).

(Note: The standards listed below are performance standards. The means required for achieving them will depend on, among other things, the external noise levels, the equipment and layout used in the building, and the noise attenuation characteristics of the building's floors and walls. These standards assume open windows unless other provision is made for adequate ventilation.)

"Acceptable":

Sleeping Quarters For the present time, HUD field personnel should consider existing and projected noise exposure for sleeping quarters "acceptable" if interior noise levels resulting from exterior noise sources and interior building sources such as heating, plumbing, and air conditioning:

- do not exceed 55dB(A) for more than an accumulation of 60 minutes in any 24-hour period, and
- do not exceed 45dB(A) for more than 30 minutes during nighttime sleeping hours from 11 p.m. to 7 a.m., and
- do not exceed 45dB(A) for more than an accumulation of eight hours in any 24-hour day.

Other Interior Areas HUD personnel should exercise discretion and judgement as to interior areas other than those used for sleeping. Consideration should be given to the characteristics of the noise, the duration, time of day, and planned use of the area.

3. Insulation Between Dwelling Units

"Unacceptable":

For multifamily structures, including attached single family units, floors and dividing walls between dwelling units having Sound Transmission Class (STC) of less than 45 are always unacceptable.

4. Other Land Uses and Existing Housing

Until HUD establishes a broader range of noise exposure standards, HUD administration at all levels shall take noise into consideration in the development of policies and guidelines and in the review and decisions on specific projects. Wherever feasible, standards along the lines of the above shall be employed in a manner consistent with proposed uses, densities and construction types.

Source: Noise Abatement and Control, Transmittal Notice 1390.2, U.S. Department of Housing and Urban Development, September 1, 1971.

APPENDIX D

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION DESIGN EXTERIOR NOISE LEVEL/LAND USE RELATIONSHIPS

FHWA DESIGN EXTERIOR NOISE LEVEL/ LAND USE RELATIONSHIPS

<u>Land Use Category</u>	<u>Design Noise Level - L10</u>	<u>Description of Land Use Category</u>
A	60dBA	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70dBA	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75dBA	Developed lands, properties or activities not included in categories A and B above.
D	- -	For requirements on undeveloped lands see following page.

Note: The noise level values of the above categories need not be applied to areas having limited human use or where lowered noise levels would produce little benefit. Such areas would include but not be limited to junkyards, industrial areas, railroad yards, parking lots, and storage yards.

Source: Noise Standards and Procedures, Policy and Procedure Memorandum 90-2, U.S. Department of Transportation, FHWA, February 8, 1973.

FHWA EXTERIOR NOISE LEVEL
REQUIREMENTS PERTAINING TO UNDEVELOPED LANDS

1. Coordination with Local Officials on Undeveloped Lands.

Highway agencies have the responsibility for taking measures that are prudent and feasible to assure that the location and design of highways are compatible with existing land use. Local governments, on the other hand, have responsibility for land development control and zoning. Highway agencies can be of considerable assistance to local officials in these efforts with a view toward promoting compatibility between land development and highways. Therefore, for undeveloped lands (or properties) highway agencies shall cooperate with local officials by furnishing approximate generalized future noise levels for various distances from the highway improvement, and shall make available information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels.

2. Noise Abatement Measures for Lands Which are Undeveloped at Time of Location Approval.

(a) Noise abatement measures are not required for lands which are undeveloped at the time of location approval; however, the highway agency may incorporate noise abatement measures for such undeveloped lands in the project design (if approved by FHWA) when a case can be made for doing so based on consideration of anticipated future land use, future need, expected long term benefits, and the difficulty and increased cost of later incorporating abatement measures.

(b) For land uses or activities which develop after location approval, noise abatement measures should be considered for incorporation in the project in the following situations:

(1) It can be demonstrated that all practicable and prudent planning and design were exercised by the local government and the developer of the property to make the activity compatible with the predicted noise levels which were furnished to the local government and especially that a considerable amount of time has elapsed between location approval and highway construction thus limiting local government's ability to maintain control over adjoining land uses.

(2) The benefits to be derived from the use of highway funds to provide noise abatement measures is determined to outweigh the overall costs.

(3) The noise abatement measures can be provided within the highway's proposed right-of-way or wider rights-of-way or easements acquired for that purpose.

(c) There are some situations where the design noise levels should be applied to lands which are undeveloped at the time of location approval. Some of these instances occur where the development of new land uses or activities is planned at the same time as the highway location studies. Other instances occur where planning for the new development has preceded the highway location studies but the development has been delayed. These types of situations should be treated as though the land use or activity were in existence at the time of location approval provided:

(1) The State highway agency is apprised of such prior planning.

(2) The construction of the new land use or activity is started prior to highway construction or there is good reason to believe that it will start before highway construction.

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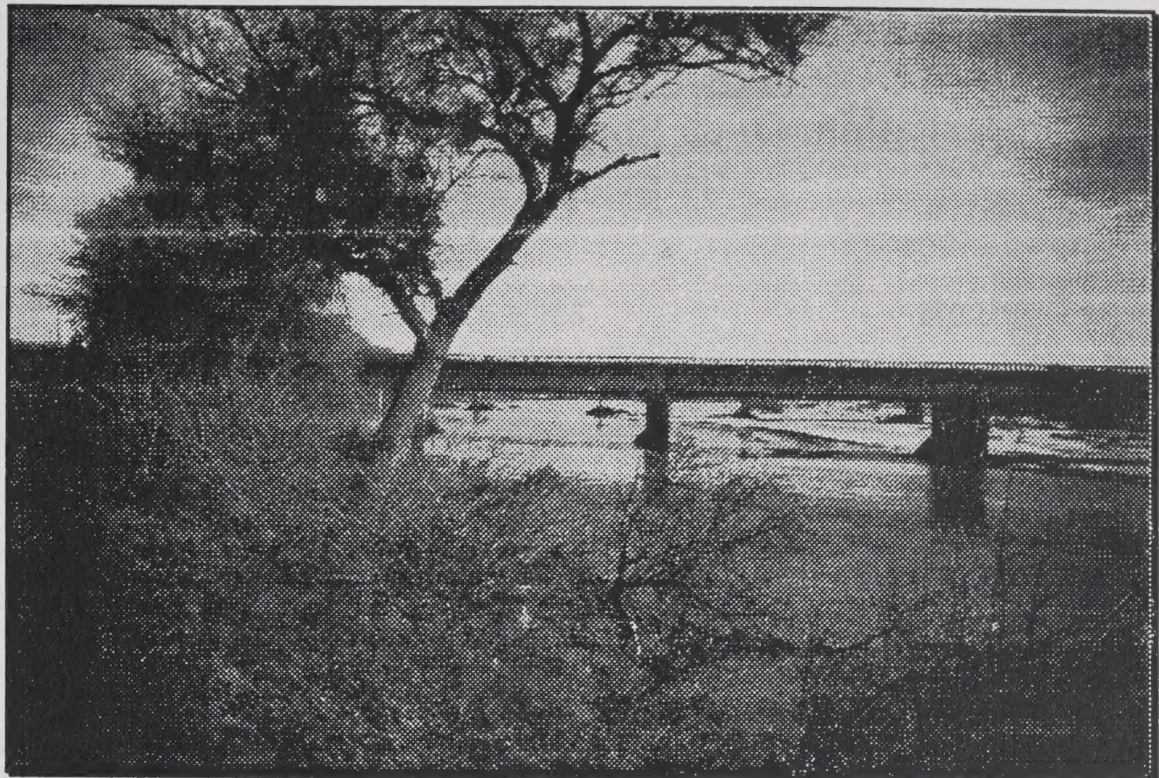
DEVELOPMENT OF LAND CONTOURS FOR THE
KING CITY NOISE ABATEMENT

Copies of Appendix E are file in Planning Dept.

APPENDIX E

DEVELOPMENT OF L_{dn} CONTOURS FOR THE KING CITY NOISE ELEMENT

(Copies of Appendix E on file in Planning Dept.)



King City General Plan
CONSERVATION, OPEN SPACE,
AND SAFETY ELEMENTS



Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan
Conservation, Open Space, and Safety Elements
November, 1998

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I. ORGANIZATION AND BACKGROUND

1. Introduction

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term general plan for the physical development of the city...", which is to be "an integrated, internally consistent and compatible statement of policies." The law requires that a general plan include seven "elements", each with specified content. The Conservation, Open Space, and Safety Elements are three of these seven elements; the other four are the land use, circulation, housing, and noise elements.*

The State has also adopted General Plan Guidelines that spell out the manner in which a general plan is to be prepared and adopted. Basic requirements are that a general plan must consist of diagrams and text which establish the community's long-range goals and objectives regarding physical development. Both the statutes and the guidelines give broad flexibility to each community as to how these elements are to be organized, however.

Taken as a whole, the seven elements of the general plan are to function as a sort of "constitution" for the community. A general plan sets forth the direction of future growth and development over a long-term time horizon, typically about 20 years. The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, and

small-scale plans ("specific plans") be consistent with the general plan.

The Conservation, Open Space, and Safety Elements are often consolidated together, because they address similar subject matter: Natural and scenic areas; agricultural lands; water supply; and hazardous areas such as floodplains and areas of high fire hazard. It is essential that the goals and policies that are established in these elements be considered and respected when formulating the Land Use and Circulation Elements. It is also important, of course, that the community's goals and policies with respect to land use, urban development, housing, and circulation be considered when formulating these "natural areas" plans.

This document is organized into two sections: This first section, the "Organization and Background", provides background information needed to prepare the actual general plan proposals. It contains basic data about the Planning Area with respect to its environmental resources such as agricultural lands and soils, water supplies, wildlife habitat, hydrologic systems, hazardous areas, and other physical characteristics. The second section is where the City sets forth its goals, objectives, policies, and programs -- specific actions by which the City intends to accomplish and to implement its goals for conservation, open space, and public safety.

* *Note: Each of these other elements was prepared at this time as these Elements. All of the general plan elements have also been consolidated to form a comprehensive, internally consistent general plan.*

King City General Plan Conservation, Open Space, and Safety Elements

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1.1 Regional Setting

King City is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County lies in the Central Coast of California, just south of the rapidly-growing nine-county San Francisco Bay Area.



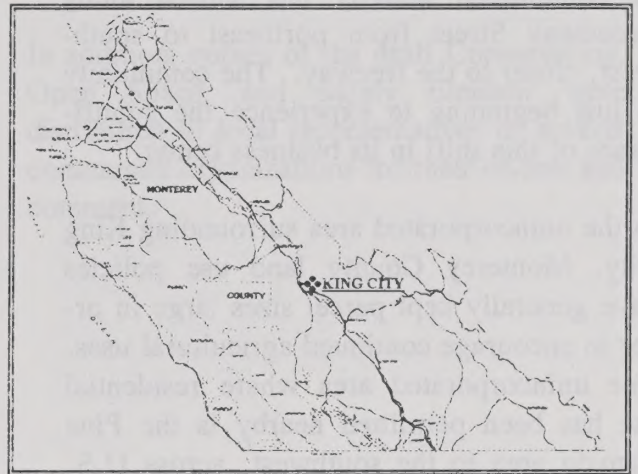
Monterey County in relation to California

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, mostly privately owned with the

singular exception of Pinnacles National Monument. These mountains are primarily rolling, grass-covered foothills interspersed with chaparral and occasional vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provides the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in King City.



King City lies in the southern part of Monterey County

1.2 Historical Development Pattern

King City has benefitted from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through King

City rather than leave the route on the west side of the Salinas River. This key decision assured that the community would survive economically.

In recent years, visitor-serving and highway-related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding King City, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. One unincorporated area where residential use has been permitted nearby is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

1.3 Planning Area Definition

The Conservation, Open Space, and Safety Elements address a Planning Area of 6,042 acres, which includes an area larger than the city limits. (See Figure 1). There are approximately 1,812 acres within the City's municipal boundary, which lies wholly inside of the Planning Area. As noted in Figure 1, this general plan was developed using a data base of properties that included some parcels even outside of the Planning Area. The net area of all properties within the data base is 11,486 acres.

The Planning Area is restricted to areas east of the Salinas River. It does not take in

areas that Monterey County has allowed to develop at suburban densities to the west of the river along Pine Canyon Road.

Beginning at the Highway 101 bridge over the Salinas River and continuing clockwise, the Planning Area takes in city-owned land to the north along the river which comprises the wastewater treatment plant and disposal areas. Going to the northeast toward the airport, the Planning Area takes in areas that had been designated in the previous Land Use Element as "Residential Reserve".

At the intersection of Metz Road and Airport Drive, the Planning Area extends to the northeast to take in a small amount of privately-owned land adjoining and north of the airport. Most of this property is currently located within the City limits.

South of Bitterwater Road, the Planning Area encompasses property that is primarily used for agriculture on both sides of San Lorenzo Creek. At Lonoak Road, the Planning Area cuts to the south to reach the intersection of First Street and Highway 101, generally along the alignment of the proposed First Street Bypass.

From that intersection, the Planning Area boundary takes in agricultural land within Monterey County's unincorporated area, and extends southwesterly to the Salinas River. At the river, the boundary follows the eastern edge of the river back to the Highway 101 bridge over the Salinas River.

It is important to note that the Planning Area boundary generally takes in land that is deemed to be related to, or impacted by, the planning within the City limits and "Sphere of Influence" of the City of King. The boundaries do not necessarily imply or

King City General Plan Conservation, Open Space, and Safety Elements

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suggest that the City considers the properties within them to be subject to annexation nor development.

Policies and action programs in these Elements will help to establish the appropriate direction for future development of the City, and to define conditions for such development in order to protect important natural resources and to prevent hazards to future King City residents or visitors.

1.4 Previous Adopted Elements

The first general plan for the City of King was adopted in 1973, and it included the Conservation, Open Space, and Scenic Highways Elements along with Land Use and Circulation. Two years later, the Safety, Noise, and Seismic Safety Elements were adopted.

Comprehensive updates to the Land Use Element and Circulation Element were adopted in 1988, however there have been no updates nor any amendments to the City's Conservation, Open Space, and Safety Elements since their original adoption in the early 70's. Because King City continues to grow, a new update of these Elements has become necessary.

1.5 Public Participation

Copies of the draft Conservation, Open Space, and Safety Element were available for public review at city hall and at the library prior to each public hearing held in order to review the draft. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the

Conservation, Open Space, and Safety Element, public comments were received at two planning commission hearings and one city council hearing. The dates of the public hearings are listed below:

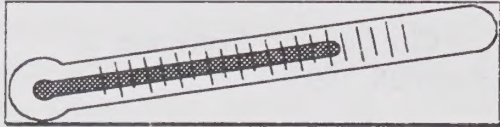
- King City Planning Commission: June 17, July 1, August 3, September 2, September 16, October 7, and October 21, 1997.
- King City City Council: September 23 and October 28, 1997.

In addition, copies of the draft Conservation, Open Space, and Safety Element were distributed to local representatives of several community organizations for their review and comment.



2. Natural Resources of the Planning Area

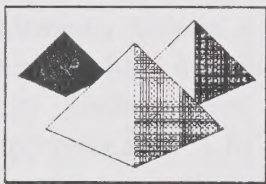
This section will provide background information on each of 12 sub-topics that related to the conservation, open space, or safety issues within the City of King City. These topics include: Climate, Geologic Regions, Soil Types, Native Vegetation, Wildlife Habitat, Mineral Resources, Water Resources, Agricultural Lands, Historic and Cultural Sites, Hazards and Development Constraints, Recreational Resources, and Visual and Scenic Resources.



2.1 Climate

The climate of the Planning Area is typical of upper intermontane valleys within the influence of the Pacific Ocean in California. Temperatures often exceed 100° F in the Central Salinas Valley in the summer months. Frost may occur in the valley during mid-winter mornings, but is relatively rare.

Precipitation ranges from 10 to 12 inches in the Central Salinas Valley. Measurable precipitation averages 51 days between November and April, and the average length or the growing season in the Salinas Valley is 240 days.

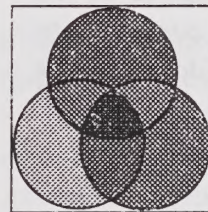


2.2 Geologic Regions

The Salinas Valley is the largest intermountain valley in the coastal ranges. Near the Monterey-San Luis Obispo County line, the valley widens out sufficiently to permit the valley floor to be farmed. The agricultural lands produced run continuously from slightly south of San Ardo to Moss

Landing on the north, where the Salinas River empties into the sea. The valley ranges from the width of three miles at San Ardo, and increases to 15 miles at the mouth of the river. See Figure 2 , an adaptation of the U.S. Geological Survey Topographic Map for the King City Planning Area.

The Salinas River is the largest submerged river in America, and is one of the few north-flowing rivers in the continent. It bisects the County, running northerly from San Luis Obispo County through Monterey County into Monterey Bay. The principal tributaries are the Arroyo Seco, Nacimiento, and San Antonio Rivers from the Santa Lucia Range and San Lorenzo Creek which flows west from the Gabilan Range through King City.



2.3 Soil Types

Approximately 108,000 acres of "prime" agricultural soils, as rated by the Soil Conservation Service, occur in the Central Salinas Valley (the area between Chualar and San Lucas). This area represents 56% of the prime farmlands in the entire County. The high quality soil in the valley results from the

King City General Plan Conservation, Open Space, and Safety Elements

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runoff from Santa Lucia and the Gabilan Ranges. The deep soils of the alluvial valley and particularly those drained by the Salinas, San Benito, Pajaro, Santa Maria, Santa Ynez, and Cuyama vary in texture from light sands to heavy clays. In some localities they are at the mercy of the high water tables or of the overflow from winter rains. The major soils groups and the units within each group have been mapped by the U.S. Soil Conservation Service (SCS, now called the Natural Resources Service). Figure 3 , Soils Units, is adapted from the SCS soils map for the King City Planning Area.

Almost all of the soils within the vicinity of King City are considered Class I or II in the SCS Land Capability Rating. They are generally flat, deep, and well drained, and easily cultivated. They have few or no limitations due to wind or water erosion, permeability, or soil structure. It is these "prime" lands that form the backbone of the superlative agricultural economy of King City and the entire Salinas Valley.



2.4 Native Vegetation

The natural vegetation in the planning area of the King City Planning Area is influenced by climate and location of topographic features, and may be divided into three general classifications. These classifications are as follows:

Riparian Woodlands: This vegetation includes such tree species as sycamore, Fremont cottonwood, willow, and oaks as well as various shrubs that are dependent

upon reliable water (both surface and subsurface). Riparian woodlands occur along the banks of the Salinas River and in places along the corridor of San Lorenzo Creek. This habitat is the most valuable community of plants and wildlife within the Planning Area in terms of the abundance and diversity of species.

Grassland: Grasslands occur in the foothills on either side of the Salinas River and typically provide forage for cattle or other livestock. Over the past 100-150 years, the original native grasses (which were mostly perennial species) have been replaced almost entirely by non-native, annual species. These introduced annuals provide reasonably good forage, however, and also help hold soils on the steeper slopes in place. The grasslands habitat is important in certain areas as habitat for the endangered San Joaquin Kit Fox, known to occur in the foothills of southern Monterey County.

Oak Woodland/Chaparral/Savannah: This habitat type is relatively common throughout the foothills of the Gabilan and Santa Lucia ranges, although it has a very limited distribution within the King City Planning Area. The original distribution of this habitat type has been reduced by the spread of agriculture (both grazing and row crops), and by urban development, including recreation uses such as the golf course.

Prior to its development as an urban area, natural vegetation of the King City area was probably dominated by grassland with scattered areas of oak savannah and chaparral. Riparian woodland and streamside vegetation still occurs along the banks of the Salinas River and along San Lorenzo Creek. Much of this original habitat has been re-

placed or altered by urban or agricultural uses, however.

The King City Planning Area is bisected by San Lorenzo Creek, and bordered on the south and west by the Salinas River. Together, these two areas harbor a natural riparian ecosystem with seasonal and year-round wetlands. The City's Municipal golf course along San Lorenzo Creek manages most of the vegetation within the playing area, and the Monterey County Water Resources Agency maintains the floodway of the creek -- still in a relatively natural condition. At the confluence of San Lorenzo Creek and the Salinas River, native willows and other riparian vegetation are generally undisturbed by the nearby urban development, recreational uses, and cropland practices.



2.5 Wildlife Habitat

As noted above, the riparian habitat of the Salinas River and its tributaries is also important for wildlife. Most of the remaining undisturbed natural habitat for fish and game is situated in the foothills and mountains to the west and east of the Planning Area. Native habitat is the key to abundance and well-being of all fish and wildlife species. Without proper habitat, these species could not exist naturally. Retention of habitat, therefore, is essential when planning for fish and wildlife.

Urban development and water reclamation or flood control projects often have a significant adverse effect on fish and wildlife habitat. In

planning any alteration to the present environment, consideration must be given to the impacts on fish and wildlife. Even though most of this habitat is not in the Planning Area, it is vital to the valley and to the County as a whole. The original extent of riparian and wetland habitat has been greatly reduced in the past, and these water-oriented habitats are now increasingly important.

In spite of the intense cultivation of the valley floor, wildlife habitat still occurs and provides shelter for a wide variety of small mammals, reptiles, and birds. Larger predators tend to avoid urban areas and cultivated fields, and these animals also lack sufficient cover in the open grasslands of the foothills. Nevertheless, significant populations of mountain lion, bobcat, and coyote are known to inhabit the mountainous areas of the Santa Lucia and Gabilan Ranges. Mule deer and wild boar are popular game animals in these mountains.

Raptors are represented by large populations of red-tailed hawk, turkey vulture, and several owl species. Golden eagles are less frequent, but are known to occur.

Endangered or threatened species that may occur in or near the Planning Area include the San Joaquin kit fox, southern bald eagles (in the lakes area to the southwest), and peregrine falcons, which have been sighted in the Pinnacles area.



2.6 Mineral Resources

Primary natural resources within the planning area are petroleum and natural gas, extracted

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at fields near San Ardo, about 15 miles south of King City. In addition, sand and gravel resources are quarried from various sites surrounding King City, but not from any known locations within the planning area. Historically, various minerals have been extracted from the general area, including bituminous sandstone, diatomite, feldspar, chromate, gold, stone, phosphate, and mineral water. The complex geology of the South County, caused by extensive faulting and deformation, often makes geologic investigations difficult and inconclusive.



2.7 Water Resources

An adequate supply of good-quality water is essential not only for continued urban growth of King City, but for the agricultural industry which is form's the community economic base. To provide this supply, the South County area relies almost entirely on groundwater, particularly during the long dry season. The planning area is underlain by water-bearing geologic strata called an aquifer, which provides ready access to groundwater through shallow wells. The aquifer, in turn, recharged by seasonal and regulated runoff from the Salinas River.

The Salinas River is regulated through two major flood control and water conservation projects operated by Monterey County. These projects are the complex formed by the Nacimiento and San Antonio Reservoirs located on either side of the Monterey-San Luis Obispo County line. These two tributaries of the Salinas River, through the construction of

the flood control and water conservation dams, have provided water storage and irrigation potential of immense proportions for the Salinas Valley and surrounding areas. The combined maximum storage is in excess of 700,000 feet.

The flow of the Salinas River at Bradley plus the runoff of the various tributaries below Bradley (including San Lorenzo and Pine Canyon Creeks) represent the total runoff to the valley floor. There is a total runoff into the area usually described by the general term "Salinas Valley" estimated to be about 512,000 acre feet per year.

Much of the valley area has groundwater of high quality. There has been a major problem, however, with seawater intrusion in the lower part of the valley. Figure 4 , Planning Area Hydrology, indicates the hydrologic features of the Planning Area in relation to the county such as streams and the approximate boundaries of the groundwater basin.



2.8 Agricultural Lands

King City is situated in the upper half of one of the nation's richest agricultural areas, the Salinas Valley. Here, the soil, climate, and abundant groundwater supplies are ideal for row crop production.

Farmers in the valley and ranchers in the surrounding foothills are very experienced and skilled in the production of a wide variety of crops and livestock products. These include lettuce, broccoli, grapes, cattle, tomatoes, onions, garlic, barley, beans, alfalfa hay, sugar beets, spinach, corn, parsley, carrots, chili peppers, asparagus, and kohlrabi.

These agricultural pursuits are essential to the area's economic well-being, providing jobs and income to a large percentage of the city's labor force.

The Planning Area is in the heart of the rich Salinas Valley. Basically all of the area surrounding King City is devoted to agriculture. Agriculture is the main economic activity of the central Salinas Valley. Land in the Salinas Valley has been extensively irrigated whenever groundwater supplies permit. The irrigated area of the South County has increased to approximately 180,000 acres.

The valley's vegetable industry is the most important local industry and the biggest source of local income. Some 310,000 acres are under cultivation within the Salinas Valley. Truck crops thrive particularly well in the mild climate and rich soil. Approximately 35 percent of the irrigated land is capable of producing two crops a year. Irrigation water comes from natural underground reservoirs tapped by wells.

Some of the most important features to note about Monterey County's agricultural industry are listed below:

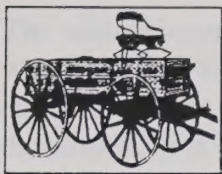
1. Monterey County, with a \$2 billion gross farm income, is one of the most productive agricultural counties in California and in the United States.

2. Vegetable crops are Salinas Valley's number one agricultural commodity in dollar value, and the County ranks first in California in the production of vegetables.
3. Lettuce is the valley's number one crop in dollar value (over \$500 million annually) and in acreage.

Figure 5 on the following page illustrates the area subject to the County's agricultural zoning and general plan categories surrounding King City.

Protection of viable commercial farmland in the Salinas Valley is a critical issue to be resolved within this general plan. The Conservation and Open Space Elements provide a framework for several policies that will address farmlands. Additional policies and programs may be found in the Land Use Element, which is also a part of this general plan.

Agriculture and food processing are the economic lifeblood of King City and surrounding communities in southern Monterey County. Several policies and programs of the City's Land Use Element are also designed to encourage new ag-related industries that will meet the community's high standards to locate within King City. These include such sectors as warehousing and distribution, food-related packaging and export firms, emerging agricultural technologies, and business services.



2.9 Historic and Cultural Sites

As with its economy, the history of King City is largely bound to its role as an agricultural center for the southern Salinas Valley. Today, this heritage is best represented in the Monterey County Agricultural and Rural Life Museum in San Lorenzo Regional Park.

Here, the city's agricultural roots are revealed in a working blacksmith shop, the restored Spreckels farm house (1897), and the one-room La Gloria schoolhouse (1887). The 1886 Southern Pacific King City Train Depot was also relocated to this park. The Depot Baggage Room is used now as a conference and meeting room.

Within the developed area of the city, there are a few outstanding examples of early 20th Century commercial architecture along Broadway Street. City Hall itself, while not a masterpiece, is a contribution of Depression-era masonry and was financed (along with many public buildings in this era) by the Federal Works Progress Administration (WPA). Its pleasant, one-story aspect is situated within a wide expanse of lawn area that features several statues and memorials.

The Planning Area is within an area that was once occupied for thousands of years by the Salinan people, although little is known of their permanent village sites. Archaeological sites have been identified east of the Salinas River and in the Pine Canyon area, and along Highway 25. Most of the Planning Area has not been surveyed for cultural resources, however, and it is not known

whether any sites exist within the Planning Area. The County's map of archaeological sensitivity indicates that the entire Planning Area is in an area of "low" sensitivity; urban development or agriculture has probably disturbed or destroyed most of the cultural resources that might have been left by the native Salinan people.



2.10 Hazards and Development Constraints

Some of the issues that must be considered in siting new development are: Floodplains; noise exposure from such facilities as airports or railroads; areas of high fire hazards; seismic hazards; or areas subject to soil or geologic failure.

Compared to most other communities, King City is situated in a relatively safe area with few hazards or constraints to urban development.

In King City, the floodplain of San Lorenzo Creek and the Salinas River are the areas subject to the most significant hazard. The City and the County have regulated development within these floodplain areas for many years so as to prevent unsafe occupancy of the floodplain by residents or businesses. Accordingly, there are very few buildings or homes within the floodplain today that would be endangered by a 100-year flood. See Figure 6, Floodplain Boundaries.

Policies are provided in this Safety Element that would continue these regulations in the future. In addition, the issue of flood hazard will be addressed in more detail in the Land Use Element.

Wildland fire hazard is of very limited concern for King City, given its location well removed from dense forests or chaparral vegetation. Industrial and commercial areas -- particularly areas where new growth is likely to occur -- are well-removed from residential areas. This separation of land uses is desirable with respect to control of urban fires. The issue of fire hazard, prevention, and mitigation is addressed in more detail here in the Safety Element.

There are no areas known to be subject to seismic hazard or to soils or geologic failure within King City. There are no known geologic faults situated within the King City Planning Area (see Figure 7 below).

Liquefaction is a condition that may occur when areas of saturated soils are subject to seismic events, and can result in major damages to structural foundations. None of the soil types within King City are known to be subject to liquefaction, with the exception of riverine soils along the Salinas River (see Figure 3), or along San Lorenzo Creek. These issues will also be addressed in this Safety Element.



2.11 Recreational Resources

King City also serves as the gateway to the Los Padres National Forest in the Santa Lucia Range to the west, and to Pinnacles National Monument in the Gabilan Range to the east. These two areas provide substantial areas of mountain habitat and are quite popular for outdoor recreation such as hunting, fishing, hiking, and bird-watching.

The City currently maintains about 15 acres of park land, not including an undeveloped 10-acre park site along San Antonio Road. Most of the City's developed parkland is concentrated in the Municipal Park on Division Street. This facility includes a swimming pool/water slide complex; picnic and barbecue facilities; three lighted tennis courts; playgrounds; three indoor racquetball courts; recreation and meeting room (including child care area); a softball/soccer field and a baseball field. The swim complex includes two full-sized pools, a diving tank and a wading pool. The 156-foot water slide is the only one of its kind within a 100-mile radius. A smaller neighborhood park and playground is located in the Forden neighborhood.

The City's 30-acre, 2,818-yard par 35 golf course is popular and heavily used. Originally opened by the City in 1953, the course was extensively remodeled after the 1995 floods. The golf course is now managed by a private concessionaire.

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The undeveloped park on San Antonio Road was dedicated to the City as part of the Amstar annexation in the late 1980's. When developed, it is expected to include two ball fields, a soccer field, playground, a concession stand, and parking facilities.

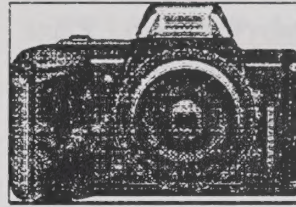
The community also benefits from the County's San Lorenzo Regional Park with 200 acres, just southwest of the City limits. That park accommodates the Agricultural and Rural Life Museum, with a working blacksmith shop, 19th Century schoolhouse and a historic farmhouse. The park also includes a gazebo, volleyball courts, soccer fields, softball areas, picnic and play areas, camping sites, and group facilities.

San Lorenzo Regional Park receives high visitor use, particularly in the spring and fall, and is also visited by various school groups from throughout South Monterey County in order to learn about the historic development of agriculture and the early days of the communities that have grown up in this rural area. Visitors also may venture onto the nearby levee to view the river; although access is limited to a streamside nature trail.

The City's recreation programs and facilities are open to non-residents for a fee. Currently, the facilities available to city appear to be adequate for the existing population. As additional growth occurs, new facilities will be needed in order to sustain current programs. Many of the existing facilities will also require renovation or modernization. Additional data are provided in the Environmental Impact Report.

Issues of recreational use and park planning will be addressed to some degree in the Conservation and Open Space Elements.

The City may wish, however, to adopt a separate Parks and Recreation Element if it chooses to place greater emphasis on future acquisitions, improved facilities, or better management of its parkland and recreational facilities.



2.12 Visual and Scenic Resources

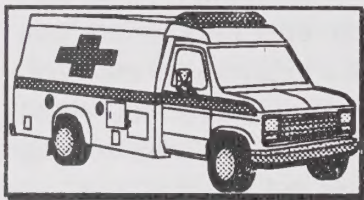
Most of southern Monterey County could be considered "scenic" due to its rural character and agricultural setting. A varied landscape surrounds the community, including the flat valley with its rolling river and row crops, framed by gently rolling hillsides. This landscape, together with the compact size of the urban area, assures a pleasant visual background for the community. The approaches to King City on Highway 101 are characterized by broad expanses of cropland broken by occasional farmhouses, tall windrows of eucalyptus, and the riparian forests along the Salinas River and its tributaries.

The high mountains of the Los Padres National Forest, to the west of the community, are bisected by Pine Canyon. The Santa Lucia Range provides a visual frame of reference for the entire community, particularly when blanketed by the frequent coastal fogs that wander back and forth over the top of the mountains during the summer months.

To the east, the Gabilan Range is more distant and less dominating, but still provides a visual definition to the community and contributes to its "sense of place."

King City presents a visual image to travelers on Highway 101 of a moderate-size community that serves as a retailing center for South Monterey County. The traveler on Highway 101 does not see the residential neighborhoods of King City from the freeway, with the exception of the Royal Coach Park neighborhood and the Rio Plaza Mobile Home Park in the Forden tract.

The strongest visual images of King City are, of course, the retail and visitor-serving uses such as the King City Center and the various motels, gas stations, and restaurants along the freeway. Besides these uses, however, King City also reveals its recreational orientation to motorists on Highway 101. Both the municipal golf course and the County fairgrounds adjoin the freeway and provide strong visual landmarks to the community.



2.13 Public Safety Infrastructure

In order to make sound decisions about safety in the Safety Element, it is important to set out the current status of public safety services in King City. This section presents a brief summary of the local, State, and Federal agencies that provide police, fire protection, and emergency services to King City. For locations of the various safety and infrastructure facilities discussed in this section, please see Figure 8 below.

2.13.1 Local Government

Administration

Most emergency services in King City are administered by the municipal government. King City was incorporated in 1911 as a general law city, with a council/manager form of government. The city's administrative staff consists of the city manager, finance director, building and planning official, public works director, recreation director, economic development director, and related clerical and accounting personnel.

Most of the City's functions are situated in the City Hall building on South Vandenhurst Avenue. The Police Department and Fire Station are located nearby on Bassett Street between Russ and Vandenhurst Avenues. The City's corporation yard is located on Bitterwater Road.

The County of Monterey also administers safety services, particularly the Sheriff's Department. The seat of County government is in Salinas, approximately 40 miles to the north. The State of California and the U.S. government also provide fire safety services to their respective jurisdictions in the wildland areas around King City.

King City contracts with the County Office of Emergency Services for "911" emergency calls and dispatching service. This agency has an enhanced computerized screening facility that enables the dispatcher to determine immediately the origin of the call. This computer-aided dispatching system is now in the process of being updated to improve its speed and reliability.

Ambulance service for King City is provided by Peninsula Paramedics under con-

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tract with the County's Emergency Medical Services Agency. The contract specifies performance standards for this company with penalties that are enforced if response times exceed certain limits within the community. The current contract was initiated in January, 1996 and provides advanced life support (ALS) systems with a paramedic and EMT I onboard with each unit. The ambulance company provides a total of 9 to 14 ambulances serving most of the county; one of these units is at a fixed base in King City at all times.

In addition, the County contracts with helicopter ambulance/ALS service through private companies located in Gilroy and in Fresno. The California Highway Patrol also has a helicopter based in Paso Robles airport. Although the CHP helicopter has a primary law enforcement mission, it is also available for medical emergencies and has been used very often to lift patients from accident scenes in southern Monterey County. Typically these emergencies are routed to Mee Memorial in King City, which has a lighted helipad for this purpose.

2.13.2 Police Protection

The City's Police Department provides primary public safety services within the city limits, and backup to the County Sheriff in nearby unincorporated areas. The City's police are headquartered in a relatively new, 8,000 s.f. facility adjacent to City Hall. This facility has capacity both for new and projected growth. Currently, the police force includes 16 sworn staff including the Police Chief, three sergeants, a corporal, and 11 patrolmen.

The County Sheriff serves the unincorporated area around King City from a head-

quarters facility located within the general County offices on Franciscan Way. Additional service is provided by the California Highway Patrol, with headquarters on Broadway Circle. The CHP provides law enforcement on all unincorporated roadways and State highways.

2.13.3 Fire Protection

The King City Fire Department is also situated in a relatively new building, centrally located across from City Hall and well-situated to serve the entire community. The Department relies on three paid staff (including the Chief) and over 2 dozen volunteers to supplement its professional staff. It utilizes three pumper trucks, each with over 1,000 gallons capacity. Fire trucks are dispatched from the central "911" office.

The City is rated a "5" by the Insurance Services Office on a scale of 1 to 10. The Department had adequate facilities, equipment, and personnel to sustain this rating and to serve the community's future growth. As with the Police Department, ordinance #490 provides impact mitigation funding for the Department from new development. This funding is dedicated exclusively to the purchase of capital equipment and facilities.

Outside of the city limits, fire protection is provided by CSA #61, which works with the California Department of Forestry (CDF) to provide wildland and structural fire protection in the unincorporated around King City. The CDF station is currently located on Canal Street, next to the U.S. Forest Service District Office. This station was originally a Forest Service District headquarters station, but now serves only to accommodate the fire protection staff. There are two engines and bulldozer stationed there, typically staffed

year-round by 4 captains, 2 engineers, and 2 equipment operators. During fire season, an additional 11 fire fighters are employed at the station. The CDF crews coordinate their training with the City, and have a mutual aid agreement to back-up fires and emergency situations within the City when needed.

There is some consideration being given at this time to relocation of the CDF station to another site, possibly on Bitterwater Road. The current site is in a part of the city where substantial commercial and residential development has taken place in the last sixty years, and traffic congestion all around the station makes it difficult on some occasions to respond quickly to rural fire service calls. A relocated site would alleviate the possibility of accidents or congestion limiting the ability of the CDF or Forest Service crews responding to fire emergencies.

The ISO rating for parts of the unincorporated area is "6" to "9", depending on distance from the CSA #61 station.

The next section presents the proposed goals, policies, and programs for conservation, open space, and safety in King City.

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II. CONSERVATION, OPEN SPACE, AND SAFETY ELEMENTS

GOALS AND POLICIES

The City of King City is committed to the protection and enhancement of its natural resources, including its forests, wetlands, and riparian areas. This commitment is reflected in the City's General Plan, which sets forth the goals and policies for the conservation and management of these resources. The City's conservation efforts are guided by the following goals and policies:

Goal 1: To protect and enhance the City's natural resources, including its forests, wetlands, and riparian areas.

Policy 1.1: The City shall protect and enhance its forests, wetlands, and riparian areas by:

- a. Adopting and enforcing a comprehensive forest management plan that protects the ecological integrity of the forest and promotes sustainable forest management practices.
- b. Protecting and enhancing the City's wetlands and riparian areas by adopting and enforcing a comprehensive wetlands and riparian area management plan that protects the ecological integrity of these areas and promotes sustainable land use practices.
- c. Encouraging the use of conservation easements and other land use tools to protect and enhance the City's natural resources.
- d. Promoting the use of sustainable forest management practices that protect the ecological integrity of the forest and promote sustainable forest management practices.

Goal 2: To protect and enhance the City's open space resources, including its parks, trails, and recreational areas.

Policy 2.1: The City shall protect and enhance its open space resources by:

- a. Adopting and enforcing a comprehensive open space management plan that protects the ecological integrity of the open space and promotes sustainable land use practices.
- b. Protecting and enhancing the City's parks, trails, and recreational areas by adopting and enforcing a comprehensive parks, trails, and recreational areas management plan that protects the ecological integrity of these areas and promotes sustainable land use practices.
- c. Encouraging the use of conservation easements and other land use tools to protect and enhance the City's open space resources.
- d. Promoting the use of sustainable land use practices that protect the ecological integrity of the open space and promote sustainable land use practices.

Goal 3: To protect and enhance the City's safety resources, including its fire, flood, and seismic safety resources.

Policy 3.1: The City shall protect and enhance its safety resources by:

- a. Adopting and enforcing a comprehensive safety management plan that protects the ecological integrity of the safety resources and promotes sustainable land use practices.
- b. Protecting and enhancing the City's fire, flood, and seismic safety resources by adopting and enforcing a comprehensive fire, flood, and seismic safety management plan that protects the ecological integrity of these resources and promotes sustainable land use practices.
- c. Encouraging the use of conservation easements and other land use tools to protect and enhance the City's safety resources.
- d. Promoting the use of sustainable land use practices that protect the ecological integrity of the safety resources and promote sustainable land use practices.

Goal 4: To protect and enhance the City's cultural resources, including its historic sites, landmarks, and cultural heritage resources.

Policy 4.1: The City shall protect and enhance its cultural resources by:

- a. Adopting and enforcing a comprehensive cultural resources management plan that protects the ecological integrity of the cultural resources and promotes sustainable land use practices.
- b. Protecting and enhancing the City's historic sites, landmarks, and cultural heritage resources by adopting and enforcing a comprehensive historic sites, landmarks, and cultural heritage resources management plan that protects the ecological integrity of these resources and promotes sustainable land use practices.
- c. Encouraging the use of conservation easements and other land use tools to protect and enhance the City's cultural resources.
- d. Promoting the use of sustainable land use practices that protect the ecological integrity of the cultural resources and promote sustainable land use practices.

Goal 5: To protect and enhance the City's agricultural resources, including its farmland, ranchland, and agricultural heritage resources.

Policy 5.1: The City shall protect and enhance its agricultural resources by:

- a. Adopting and enforcing a comprehensive agricultural resources management plan that protects the ecological integrity of the agricultural resources and promotes sustainable land use practices.
- b. Protecting and enhancing the City's farmland, ranchland, and agricultural heritage resources by adopting and enforcing a comprehensive farmland, ranchland, and agricultural heritage resources management plan that protects the ecological integrity of these resources and promotes sustainable land use practices.
- c. Encouraging the use of conservation easements and other land use tools to protect and enhance the City's agricultural resources.
- d. Promoting the use of sustainable land use practices that protect the ecological integrity of the agricultural resources and promote sustainable land use practices.

Goal 6: To protect and enhance the City's scenic resources, including its scenic views, landscapes, and scenic heritage resources.

Policy 6.1: The City shall protect and enhance its scenic resources by:

- a. Adopting and enforcing a comprehensive scenic resources management plan that protects the ecological integrity of the scenic resources and promotes sustainable land use practices.
- b. Protecting and enhancing the City's scenic views, landscapes, and scenic heritage resources by adopting and enforcing a comprehensive scenic views, landscapes, and scenic heritage resources management plan that protects the ecological integrity of these resources and promotes sustainable land use practices.
- c. Encouraging the use of conservation easements and other land use tools to protect and enhance the City's scenic resources.
- d. Promoting the use of sustainable land use practices that protect the ecological integrity of the scenic resources and promote sustainable land use practices.

Goal 7: To protect and enhance the City's geologic resources, including its geologic formations, landmarks, and geologic heritage resources.

Policy 7.1: The City shall protect and enhance its geologic resources by:

- a. Adopting and enforcing a comprehensive geologic resources management plan that protects the ecological integrity of the geologic resources and promotes sustainable land use practices.
- b. Protecting and enhancing the City's geologic formations, landmarks, and geologic heritage resources by adopting and enforcing a comprehensive geologic formations, landmarks, and geologic heritage resources management plan that protects the ecological integrity of these resources and promotes sustainable land use practices.
- c. Encouraging the use of conservation easements and other land use tools to protect and enhance the City's geologic resources.
- d. Promoting the use of sustainable land use practices that protect the ecological integrity of the geologic resources and promote sustainable land use practices.

Goal 8: To protect and enhance the City's biological resources, including its biological communities, species, and biological heritage resources.

Policy 8.1: The City shall protect and enhance its biological resources by:

- a. Adopting and enforcing a comprehensive biological resources management plan that protects the ecological integrity of the biological resources and promotes sustainable land use practices.
- b. Protecting and enhancing the City's biological communities, species, and biological heritage resources by adopting and enforcing a comprehensive biological communities, species, and biological heritage resources management plan that protects the ecological integrity of these resources and promotes sustainable land use practices.
- c. Encouraging the use of conservation easements and other land use tools to protect and enhance the City's biological resources.
- d. Promoting the use of sustainable land use practices that protect the ecological integrity of the biological resources and promote sustainable land use practices.

II. CONSERVATION, OPEN SPACE, AND SAFETY ELEMENT GOALS AND POLICIES

This chapter of the Conservation, Open Space, and Conservation Element, together with Figure 9 , establishes a comprehensive vision for the future management of natural resources within and around King City. This section will set forth the goals, policies and programs to achieve that vision.

Section 1 presents goals, policies, and programs specifically pertaining to the Conservation Element of the general plan. This will include such matters as water resources, agricultural resources, mineral resources, and energy resources. Section 2 presents the goals, policies, and programs which relate to the Open Space Element of the general plan. This will include such matters as environmentally-sensitive areas, riparian habitat, farmland protection, scenic resources and landscape protection, historical and archaeological sites, and parks and recreational facilities. Section 3 will then present goals, policies, and programs with respect to the Safety Element of the general plan. This will include such matters as floodplain management, hazard prevention, and public safety facilities.

1. CONSERVATION ELEMENT GOALS AND POLICIES

1.1 Water Resources

Water Resources Goal: The City shall assure that groundwater resources available to the city and the planning area are not diminished, nor their quality degraded.

Policy 1.1.1: The City shall preserve and protect all groundwater recharge areas from sources of pollution. Development of prime groundwater recharge areas shall be restricted to land uses that do not cause groundwater contamination, as determined by the County's Director of Environmental Health.

Policy 1.1.2: The City shall regulate development that takes place on groundwater recharge areas to assure that recharge capabilities are not significantly diminished.

Program 1.1.2.1: The City shall work with the Central Coast Regional Water Quality Control Board and other regulatory agencies to identify areas of groundwater recharge, and to monitor and assess the impacts of surface or subsurface discharges upon groundwater resources.

Policy 1.1.3: Due to their primary function in recharging the Valley's groundwater, the City shall not permit development to encroach upon the main channels of the Salinas River and San Lorenzo Creek.

Policy 1.1.4: Full build-out of this general plan shall not exceed the long-term estimated supply of groundwater resources.

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1.2 Agricultural Resources

Agricultural Resources Goal: To conserve agricultural resources for future generations; and to preserve viable, prime agricultural lands within the Planning Area which are not required for future urban growth.

Policy 1.2.1: The City shall protect prime agricultural lands, outside of those areas designated for future development by the City, from conversion and encroachment of non-agricultural uses. The City shall designate such viable agricultural resource lands as "A" Agricultural, and shall regulate uses therein to assure that soil resources are not diminished.

Policy 1.2.2: Within the "A" zone, agricultural support services such as coolers, cold storage facilities, loading docks, and farm equipment shops may be approved with a conditional use permit, provided that the City finds that: 1) The land on which the support facilities are proposed is not suitable for cultivation because of irregular terrain, inadequate soils, or other physical constraints which limit agricultural productivity; and 2) The proposed support facilities are a necessary accessory to the cultivation, harvesting, or processing of crops raised by the applicant on the same property where the support facilities are proposed; and 3) The maintenance and operation of the proposed support facilities will not impair the ability to produce crops on either the remaining portion of the subject property, or on neighboring property.

Policy 1.2.3: Within its Industrial and Commercial districts, the City shall encourage agriculture as an industry by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.

1.3 Mineral Resources

Mineral Resources Goal: To protect significant mineral resources from encroachment or development of incompatible uses.

Policy 1.3.1: The City shall assure that new development does not directly displace nor significantly encroach upon any significant deposits of sand and gravel, hydrocarbons, or other known mineral deposits.

Program 1.3.1.1: The City shall coordinate with the State Division of Oil and Gas and other conservation agencies in order to identify and manage mineral deposits within its planning area.

1.4 Energy Resources

Energy Resources Goal: To assure that all activities of the City, including the approval of new development patterns, do not generate, nor unnecessarily continue, wasteful uses of nonrenewable energy resources.

Policy 1.4.1: The City shall encourage energy-efficient designs within new homes, commercial and industrial buildings, and public facilities.

Policy 1.4.2: The City shall encourage the development and utilization of renewable energy sources such as solar, wind generation, and biomass technologies.

Program 1.4.2.1: The City shall coordinate with the State Energy Commission and the U.S. Environmental Protection Agency to seek reasonable ways to conserve energy resources throughout its operations.

2. OPEN SPACE ELEMENT GOALS AND POLICIES

2.1 Environmentally-Sensitive Lands

Environmentally-Sensitive Lands Goal: To protect environmentally-sensitive lands that are important to the ecological well-being of the planning area; and to conserve natural resources for future generations.

Policy 2.1.1: The City shall assure that environmentally-sensitive lands which are unique, limited, and fragile natural areas, are protected and preserved wherever possible.

Program 2.1.1.1: The City shall work with Monterey County, the State Department of Fish and Game, the U.S. Forest Service, and other agencies to identify environmentally-sensitive habitat areas; and shall promote the conservation of these habitat areas in conjunction with private landowners, other public agencies, and non-profit organizations.

2.2 Riparian Habitat

Riparian Habitat Goal: To preserve riparian habitat areas for general fish and wildlife populations, and particularly for endangered species.

Policy 2.2.1: The City shall strive to preserve and restore wherever possible the riparian habitat of the Salinas River and San Lorenzo Creek, within its Planning Area.

Program 2.2.1.1: The City shall require biological investigations of any proposed development that could significantly impact the riparian habitat of the Salinas River or of San Lorenzo Creek. Such investigations shall assess the significance of natural habitat within the project site, and the degree of any adverse impacts of the proposed

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project upon the habitat. The City shall require that significant adverse impacts be fully mitigated wherever possible.

Program 2.2.1.2: Proposed recreational facilities for the City, including golf course fairways or public trails, shall be designed and located in order to protect riparian and wetland habitat.

2.3 Farmland Protection

Farmland Protection Goal: To protect prime agricultural lands, outside of those areas designated for future development by the City, from conversion and encroachment of non-agricultural uses.

Policy 2.3.1: The City shall preserve agricultural land uses on prime farmland designated as Agricultural in the Land Use Element.

Policy 2.3.2: The City shall encourage agriculture as an industry by preserving agricultural land wherever possible, and by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.

:Program 2.3.2.1: The City shall continue its application of Agricultural zoning to areas designated Agriculture in the Land Use Element.

Program 2.3.2.2: The City shall encourage reversion to acreage for the Smith-Hobson property, in conjunction with a master-planning process to provide a reasonable number of agriculture-related industrial sites close to the railroad. In addition, the proposed First Street bypass shall be routed so as to minimize its impact on agricultural uses of the Smith-Hobson property.

Policy 2.3.3: The City shall require that new, non-agricultural development proposals adjacent to agricultural operations incorporate buffer areas to minimize incompatibilities, and to mitigate against the effects of agricultural operations on adjacent land uses.

Program 2.3.3.1: As part of its review of zoning, subdivision, and use permit approvals, the City shall require that buffer areas be provided as part of any non-agricultural development located adjacent to agricultural land uses. These buffer areas shall be of sufficient size to protect residential development from any significant adverse effects of agricultural operations, including noise, dust, and pesticide applications. The City shall consult with the Monterey County Agricultural Commissioner in the design and management of such buffer areas.

2.4 Scenic Resources and Landscape Protection

Scenic Resources and Landscape Protection Goal: To assure that new development does not destroy or significantly impair the City's scenic resources.

Policy 2.4.1: In reviewing proposed plans for new development proposed along major thoroughfares, particularly entrances to King City, the City shall encourage appropriate site planning, design, building materials, landscaping, and signage to enhance the scenic quality of these thoroughfares.

Program 2.4.1.1: The Planning Commission shall evaluate site plans, elevations, and landscaping plans of new development proposals visible from major thoroughfares, including Highway 101, Broadway Street, San Antonio Road, First Street, and Metz Road. This evaluation shall consider, but not be limited to, appropriate setbacks, open space buffers, landscaping, screening techniques, exterior colors and materials, street furniture, and other amenities.

Policy 2.4.2: The City shall set an example of high-quality design and construction in its own public buildings and infrastructure, particularly in key entries to the City and in areas visible from Highway 101.

Program 2.4.2.1: The City shall require design review by the City Planning Commission and/or another appointed body of the plans for any capital improvement project proposed by the City, including park facilities and signage. This review shall seek to protect scenic values and to project the City's rural character through consistently good municipal design, and shall be exercised particularly for those new facilities that are visible from Highway 101, Broadway Street, Canal Street, River Road, San Antonio Road, or First Street.

Program 2.4.2.2: The City shall seek to have input on the planning and design for State and County projects that are visible from Highway 101, particularly in the Salinas Valley Fairgrounds property.

2.5 Historical and Archaeological Sites

Historical and Archaeological Sites Goal: To assure that new development does not destroy significant examples of the history or pre-history of the community, and to encourage preservation and respect for historical and archaeological sites within and around King City.

Policy 2.5.1: The City shall strive to identify, and where known to protect, significant archaeological sites within its jurisdiction.

Program 2.5.1.1: For major new development, i.e., ≥ 2.5 acres, or for smaller projects where it is known or suspected that archaeological resources may be present, the City shall require the applicant to document the location and significance of its archaeological resources.

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Program 2.5.1.2: Archaeological resource information shall be incorporated into the environmental impact assessment for the project(s), and impacts upon archaeological resources shall be mitigated to the extent feasible.

Program 2.5.1.3: The City shall pursue all available and reasonable measures to protect archaeological sites, including purchase of archaeological easements, dedication to the City or County, tax relief, purchase development rights, and consideration of reasonable project alternatives.

Policy 2.5.2: The City shall strive to identify, and where known to protect, significant historical sites and structures within its jurisdiction.

Program 2.5.2.1: The City shall encourage and assist eligible property owners to submit applications to qualify appropriate properties and buildings on the National Register of Historic Places and/or the State Landmark Program.

Program 2.5.2.2: The City shall work with property owners to mitigate impacts upon historical buildings wherever feasible, by supporting tax incentives, historic easements, code modifications, and other methods mutually agreeable between the City and landowner.

Program 2.5.2.3: The City shall promote interpretation of the local and regional history through activities and services at San Lorenzo Regional Park.

2.6 Parks and Recreational Facilities

Parks and Recreational Facilities Goal: To assure that adequate park land and recreational facilities are available for the City's population, and for the surrounding unincorporated community.

Policy 2.6.1: The City shall plan and maintain a park system that serves the residential, commercial, and industrial segments of the community.

Program 2.6.1.1: The City shall coordinate park development with population increases and areas of significant new growth within the city.

Program 2.6.1.2: The City shall seek dedication of suitable land along the banks of San Lorenzo Creek downstream of Highway 101 for an expansion of the Municipal golf course. Consideration shall be given to development of additional recreational facilities, consistent with the riparian habitat of San Lorenzo Creek. These may include a recreational trail that could ultimately connect the Municipal Park to San Lorenzo Regional Park along the edges of San Lorenzo Creek and the Salinas River.

Program 2.6.1.3: Work with the Parks and Recreation Department staff and volunteers to develop and maintain park and recreational programs to serve the population of the Planning Area and its surrounding area.

Policy 2.6.2: The City shall continue to require that new subdivisions dedicate park land and/or park in-lieu fees that enable the purchase of park land, and/or to provide recreational facilities.

Policy 2.6.3: Where appropriate, the City shall encourage large new commercial and industrial developments to provide open space and recreational opportunities for their employees to minimize the demand for public open space and recreational facilities.

Policy 2.6.4: The City shall provide a level of funding to maintain and enhance the best park system the City can afford.

Program 2.6.4.1: As per City ordinance, the City shall continue to require the dedication of land and/or payment of in-lieu fees from new subdivisions; and should re-evaluate the ordinance to require fees from new discretionary developments where appropriate.

Program 2.6.4.2: The City shall solicit state open-space, park and recreation, and access grants to acquire park land and/or to expand and develop the City's existing park facilities.

Program 2.6.4.3: Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisitions, maintenance, and operation of park and recreational facilities. The Recreation Commission and/or Parks and Recreation Director should solicit volunteer efforts and private financial resources.

Policy 2.6.5: The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

Program 2.6.5.1: The City shall coordinate with local schools to provide reasonable access to school facilities by the general public for recreational purposes. This information shall be made available to the public as part of the city's park and recreation system.

Program 2.6.5.2: The City shall make its own recreational facilities available to the school districts on a reasonable basis, consistent with the

Policy 2.6.6: Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses.

Program 2.6.6.1: Locate and design park and recreation areas to provide for ease of access to pedestrians and bicyclists by incorporating trails, paths, sidewalks, and/or bicycle lanes. This program should be incorporated into a master park and recreation plan.

Program 2.6.6.2: Wind breaks shall be considered for new park and recreational projects in areas determined to be susceptible to prevailing wind. Design and siting of windbreaks shall be reviewed and approved during the development review process.

3. SAFETY ELEMENT GOALS AND POLICIES

3.1 Floodplain Management

Floodplain Management Goal: To protect residents of King City from undue risks of floods, and to reduce damages to property and infrastructure from flooding.

Policy 3.1.1: Proposed development in floodplain areas shall be approved only if adequate measures are provided to avoid or substantially reduce potential flood hazards.

Program 3.1.1.1: Require conformance with the City's floodplain regulations as stated in the Zoning Ordinance for any project within the 100-year floodplain.

Policy 3.1.2: The City shall work with the Monterey County Water Resources Agency on management of new or existing flood control facilities to protect individual properties. Where the City is involved in development or expansion of any flood control facilities, such work shall not be permitted to increase significantly the flood or erosion hazards on other properties.

Program 3.1.2.1: The City shall require a hydrological analysis to assess the potential impacts of new or improved flood control facilities on adjacent downstream properties and on the identified flood plain.

3.2 Hazard Prevention

Hazard Prevention Goal: Reduce the risks from fire hazards, hazardous materials, and seismic events to an acceptable level.

Policy 3.2.1: The City shall continue its mutual aid agreement with CSA 61 and the California Department of Forestry to assure that the best combination of fire protection services are available to the community.

Policy 3.2.2: The City shall seek to coordinate training, dispatching services, and other emergency services with the County and State wherever such arrangements may be found to be mutually beneficial.

Policy 3.2.3: The City shall exercise land use controls to assure that City fire personnel are aware of risks involved in use, storage, and processing of any hazardous materials within the Industrial or Commercial zones of the City.

3.3 Public Safety Facilities

Public Safety Facilities Goal: To provide police and fire protection services at levels adequate for the protection of life and property.

Policy 3.3.1: The City shall designate "PQ" land use for public safety facilities such as police, fire, and emergency services facilities. This zone will designate areas for public and quasi-public facilities and accessory facilities commensurate with the requirements of public agencies and organizations. These facilities shall be conveniently located in or near the areas they are intended to serve.

Program 3.3.1.1: The City shall establish a new zoning district in order to provide improved consistency with the general plan for existing public facilities: "P-Q Public Quasi-Public" for properties owned by the City or another governmental entity such as the County, State, or school district. Overlay symbols on the general plan Land Use Element shall distinguish the various types of public facilities such as city hall, police or fire stations, public schools, parks, library, etc.

Program 3.3.1.2: The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and set forth an acquisition and funding program. The City shall acquire private land as necessary to develop new facilities.

Policy 3.3.2: All public safety facilities shall be designed so that their scale, character, and siting will be compatible the surrounding land uses.

Program 3.3.2.1: Through the design review process, condition new public and quasi-public service facilities to be visually compatible with the City's desired character and surrounding land uses.

Policy 3.3.3: The City shall maintain the police station and related facilities located adjacent to City Hall.

Policy 3.3.4: The City shall provide funds, personnel, facilities, equipment, and training to the Police Department at a level necessary to maintain its efficient functioning.

Policy 3.3.5: The City shall provide funds, personnel, facilities, equipment, and training to the Fire Department at a level necessary to maintain its efficient functioning.

Program 3.3.5.1: The City shall make it a top priority to utilize funds acquired through fire protection impact mitigation fees to purchase new engines and other needed fire suppression equipment.

Program 3.3.5.2: Maintain the existing mutual aid agreement with County Service Area #61 and the California Department of Forestry.

Policy 3.3.6: The City shall require that all new development proposals and/or changes in land use be referred to the Fire Department for safety evaluation.

King City General Plan Conservation, Open Space, and Safety Elements

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Program 3.3.6.1: As a part of standard permit processing, the Planning Director shall refer discretionary projects to the Fire Department for review and comment prior to preparation of City staff planning reports.

4. IMPLEMENTATION PROGRAM

The King City general plan is to be implemented through a variety of measures. These include, but are not limited to, the use of the Zoning Ordinance, Annexation and Pre-Zoning, Specific Plans, Subdivision Regulations, Development Agreements, Capital Improvements, the Williamson Act, and redevelopment. The Land Use Element provides a detailed description of each of these tools.

5. RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

As noted in the introduction to these Elements, this general plan is comprised of seven required "elements". The others are Land Use, Circulation, Housing, and Noise. Each of these elements deals with a different set of issues, but all bear a certain relationship to the others. The following will briefly summarize the key issues of the other six elements of the general plan, and their relationships to these elements:

- **Land Use Element**: The portion of the general plan that receives the greatest amount of attention is the Land Use Element, particularly because of its close relationship to zoning, subdivision, and urban development issues. Many of the policies from this element are directly repeated within these elements, and others have been shaped by policies within the Conservation, Open Space, and Safety Elements.
- **Circulation Element**: Closely correlated with the land use element, the Circulation Element identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transportation facilities and issues. Proposals within the Circulation Element have a major impact upon the Conservation, Open Space, and Safety Elements through the location of new or wider traffic arteries or intersections, which in turn create additional demands for urban development.
- **Housing Element**: A comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies the City's policy for providing adequate and affordable housing and includes specific action programs for this purpose. Locations for new affordable housing projects must recognize environmental resources and constraints identified in these Conservation, Open Space, and Safety Elements.

- **Noise Element:** Identifies and appraises noise problems within the community, and forms the basis for distribution and segregation of land uses based upon their noise compatibility.

6. PROCESS OF ADOPTION

These Conservation, Open Space, and Safety Elements were considered by the following units of government within King City on the dates shown, and adopted as indicated:

<u>Hearing Body</u>	<u>Date of Hearing(s)</u>	<u>Date of Adoption</u>
Planning Commission	August 3, September 2, September 16, October 7	October 21, 1997
City Council	September 23	October 28, 1997

APPENDIX

A-1: STATE LAWS AND REGULATIONS

The following sections provide a summary of various State laws and regulations that impact upon the city's Conservation, Open Space, and Safety policies. These include the California Environmental Quality Act (CEQA), California Land Conservation Act (Williamson Act), and the Cortese-Knox Local Reorganization Act (LAFCO Act).

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) states that, "when a lead agency determines that there is substantial evidence that a project may have a significant effect on the environment, the agency shall prepare a draft EIR" (CEQA Section 15064, emphasis added). CEQA Guidelines state that "a project will normally have a significant effect on the environment if it will convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land".

Under these Guidelines, a local agency would normally be required to prepare an EIR prior to approving a project that would result in the conversion of prime agricultural land to other uses. The EIR may conclude, however, that there are ways to mitigate the proposed loss of agricultural land to a level of insignificance. This may be accomplished, for example, by revising the project so that development is directed away from the prime land, or by requiring that the potential negative impacts are offset by mitigation measures that will benefit agriculture.

Nevertheless, if an EIR determines that a proposed conversion of agricultural land will result in significant unavoidable impacts, the local agency still has the option of approving the project. In fact, CEQA requires that local agencies "balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable." (CEQA Guidelines Section 15093)

To approve a project that will have significant unavoidable impacts, the local agency must make written findings that the unavoidable impacts are acceptable due to "overriding considerations". The agency's written findings must state the specific reasons for approving the project despite the obvious negative environmental impacts. Furthermore, the findings must be supported by "substantial evidence". Typically, statements of overriding considerations focus on the need to create new jobs, provide additional housing, generate more tax revenues, etc.

In summary, the proposed conversion of prime agricultural land would probably necessitate the preparation of an Environmental Impact Report. Although CEQA does not define "prime agriculture land", it is generally considered to be those soils defined by the Soil Conservation Service as being prime. If the EIR determines that the loss of agricultural land would be a significant unavoidable impact, the local agency must make findings of overriding consideration, based on substantial evidence, before it can approve the conversion.

California Land Conservation Act (Williamson Act)

The Williamson Act was adopted in 1965 to preserve prime agricultural lands for continued agricultural production. Under the program, counties and cities are allowed to establish agricultural preserves within their jurisdictions. If agricultural property owners agree, through binding contract with the city or county, to include their land within an agricultural preserve for at least 10 years, their land is assessed for property tax purposes according to its ability to produce agricultural income, rather than through its value on the open market. This can result in significant tax savings. At the end of each year, another year is added to the term of the contract, so that it remains a 10-year commitment of the land to agriculture. The contracts cannot be cancelled except through highly unusual and

difficult circumstances; either party can, however, elect to "non-renew" the contract. In that case, the contract would expire after the remaining term of the contract (at least 10 years). During that ten-year period after non-renewal, however, property taxes will gradually rise until they achieve the market-value assessment.

To qualify for inclusion in a County agricultural preserve based on agricultural use, the County applies various criteria to assure that the land is eligible under the State law. All contracts are with the County of Monterey, although King City could establish its own contract with eligible property owners within the City limits.

By reducing property taxes to Williamson Act participants, the county and city forfeit some tax revenues they would otherwise collect due to a higher assessment on non-contracted land. Under the State's Open Space Subvention Act, the State is required to reimburse (or "subvene") the county and city a portion of the foregone property tax revenue that they lose by having land under Williamson Act contract. The proportion of foregone tax revenues reimbursed by state subvention payments to participating counties throughout California ranged from 14 to 94 percent in 1989 (University of California Agricultural Issues Center, 1989). State subvention payments to Monterey County for Williamson Act parcels vary, depending on a parcel's soil classification (prime vs. non-prime) and its proximity to urban areas.

Cortese-Knox Local Reorganization Act

In 1985, the State Legislature adopted the Cortese-Knox Local Reorganization Act to regulate city and county boundary formations, including annexations, incorporations, and changes to adopted "spheres of influence". Found in Section 56300 of the State Government Code, the Cortese-Knox Local Reorganization Act requires each county in California to establish a Local Agency Formation Commission (LAFCO) to regulate their boundary formations and changes.

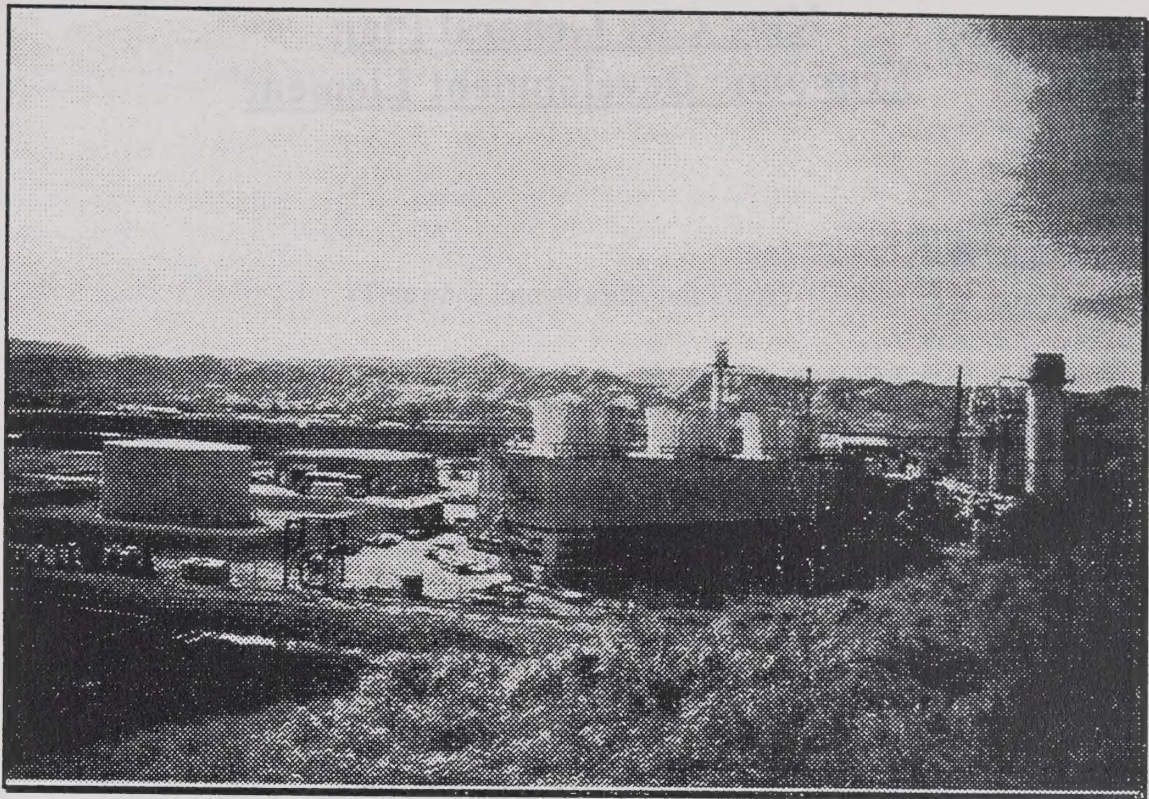
In Monterey County, LAFCO consists of two members of the County Board of Supervisors, two city councilmembers representing the county's incorporated cities, and one member from the general public selected by the other four members. Its staff is provided by the County Administrative Office. Prior to any incorporation of a new city or special district, or any annexation or change in the "sphere of influence" of a special district or of a city, LAFCO must review and approve the proposed change.

Furthermore, Section 56377 of the State Government Code mandates that LAFCO review the impact that a proposed incorporation or boundary change might have on prime agricultural land. Specifically, the law says:

"Development or use of land for other than open-space uses shall be guided away from existing prime agricultural lands in open-space use toward areas containing non-prime agricultural lands, unless that action would not promote planned, orderly, efficient development of an area."

Although this language does not preclude LAFCO from approving conversion of prime agricultural land, it strongly discourages it. Additionally, LAFCO actions are subject to the California Environmental Quality Act, and typically the Monterey County LAFCO has required an EIR for any annexation that would impact prime agricultural lands.

Spheres of influence within or near King City have been established by the Monterey LAFCO for the city. Using these "Spheres of influence", the Monterey County LAFCO may discourage annexations within the Planning Area.



King City General Plan
ECONOMIC DEVELOPMENT
ELEMENT



Planning Department
212 South Vandenhurst Ave., King City, CA 93930

November 1998

King City General Plan

Economic Development Element

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King City General Plan Economic Development Element

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I. A STRATEGY FOR ECONOMIC DEVELOPMENT

1. Introduction

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term general plan for the physical development of the city...", which is to be "an integrated, internally consistent and compatible statement of policies." The law requires that a general plan include seven "elements", each with specified content. These include the Land Use, Circulation, Housing, Noise, Safety, Conservation, and Open Space elements.

The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, public works projects, and small-scale plans ("specific plans") be consistent with the general plan. Each element must also be consistent with the other elements -- in other words, the plan must be internally consistent.

The law also permits--but does not require--the City to adopt any other "optional elements" of its general plan which "relate to the physical development of the ... city." Upon adoption, an optional element becomes an integral part of the general plan, with the same force and effect as the other elements.

King City has elected to adopt this Economic Development Element of its general plan as an optional element. The Economic Development Element has been written so as to be consistent with each of the other elements of the City's general plan. In turn, all other mandatory general plan elements--as well as zoning, subdivisions, public works projects, and specific plans--must be consistent with this Economic Development Element.

By adopting this plan, the City intends to send a clear message from its citizens, elected officials, municipal staff, and all organizations affiliated with the City as to the priority that it gives to sound and sustainable economic development.

This Economic Development Element is intended to function as a fundamental part of the general plan--as an "article" within the "constitution" for the community. The general plan as a whole is intended to set forth the direction of future growth and development over a long-term time horizon, at least 20 years. In a sense, the Economic Development Element provides the economic "vision" of the community, and will set forth specific policies, goals, strategies, and actions that are needed in order to make that vision a reality.

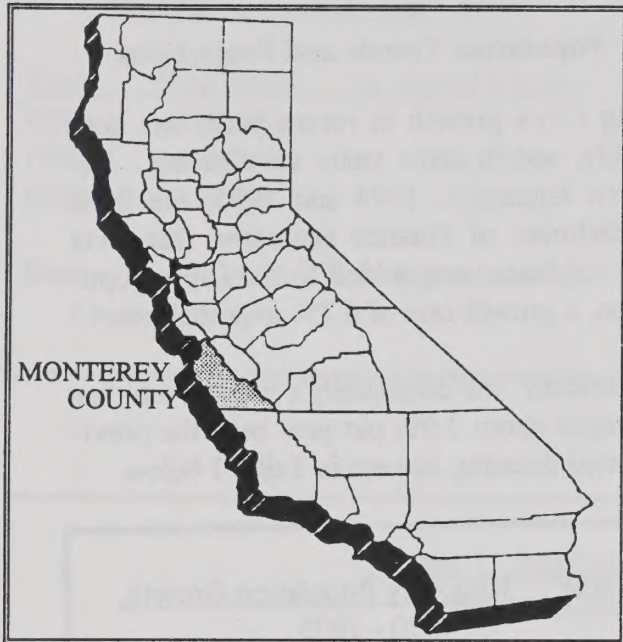
Good planning and a sound vision is a prerequisite for orderly development. In today's competitive world, a prosperous economy is possible only when a community is well planned. Economic progress only occurs when private entrepreneurs have confidence in City governance. A solid community planning process, with full participation by all those affected, is one of the best ways to obtain that confidence.

This document is organized into two sections: This first section, the "Strategy for Economic Development", providing background information needed to prepare the actual general plan proposals. It contains basic data about the community with respect to its population and economic base. The second section is where the City sets forth its goals, objectives, policies, and programs -- specific actions designed to accomplish its vision of its future.

King City General Plan Economic Development Element

2. Regional Setting

King City is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County, in turn, lies in the Central Coast of California, just south of the rapidly-growing nine-county San Francisco Bay Area.



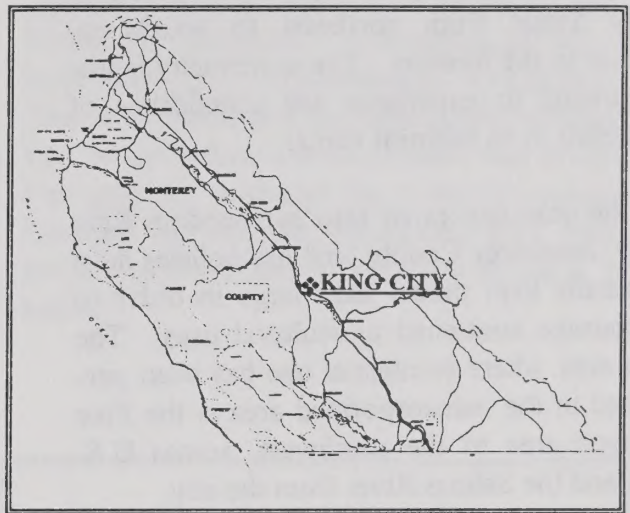
Monterey County in relation to California

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, which consist mostly of rolling, grass-covered foothills interspersed with

chaparral and occasional pasture, cropland, and vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provides the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in King City.



King City lies in the southern part of Monterey County

3. Historical Development

King City has benefitted from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through King City rather than leave the route on the west side of the Salinas River. This key decision assured

that the community would survive economically.

In recent years, visitor-serving and highway-related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding King City, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. The one area where residential use has been permitted in the unincorporated area is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

See Figure ED-1, King City and Surrounding Region, in Section One of the Consolidated Plan Document.

4. Social and Economic Conditions

As it grows, the characteristics of King City's population are changing. These changes reflect trends that are occurring within Monterey County as a whole, and within the State of California.

This section of the Economic Development Element presents current population trends and projections, employment base, housing and neighborhood changes, and basic transportation data. Most of the data presented below is from the 1990 U.S. Census, but

other more recent data is provided where applicable.



4.1 Population Trends and Projections

King City's growth in recent years has been steady, and in some years very strong. Between January 1, 1994 and 1995, the State Department of Finance estimated that over 600 residents were added to the City's population, a growth rate of 6.7% over that year.

Historically, the community's growth rate has averaged about 3.9% per year over the previous two decades, as seen in Table 1 below.

Table 1: King City Population Growth,
1970 - 1995

Year	Population	% Annual Change
1970	3,717	N.A.
1980	5,495	3.99%
1985	6,810	4.38%
1990	7,739	2.59%
1995	9,697	4.61%
% Total Change, 1970 - 95 =		161.00%
% Ave. Change, 1970-95 =		3.91%

Source: U.S. Census and State Dept. of Finance

As seen above, King City's growth has varied from about 2-1/2% over the late 80's, to its highest annual rate of almost 5% during the first half of the 90's.

King City General Plan Economic Development Element

Monterey County as a whole has gained population at a less rapid rate. The following table presents comparable figures for Monterey County's growth over the period of 1980 - 1995:

Table 2: Monterey County
Population Growth, 1980 - 1995

<u>Year</u>	<u>Population</u>	<u>% Annual Change</u>
1980	290,444	N.A.
1990	360,241	2.18%
1995	370,996	0.59%

Source: U.S. Census, State Department of Finance

As seen above, Monterey County's growth rate declined from a rate of about 2.18% during the 1980's to less than 1% for the first half of the 90's. For the full 15-year period, the average rate is 1.65%, less than half the growth rate for King City.

Future populations for all of the cities in the region were forecast in a 1994 study by the regional planning agency for Monterey and Santa Cruz Counties, Association of Monterey Bay Area Governments, (AMBAG). That study estimated that population for King City would follow a much smaller rate of annual growth. Although the AMBAG projections are not used for this general plan, they are shown for reference purposes in Table 3 below:

Table 3: AMBAG Population Forecasts,
Monterey County and City of King

<u>Jurisdiction</u>	<u>1995 (est.)</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>
<u>City of King:</u>	9,450	10,190	10,730	11,140	11,840
<u>Ave. Ann. % Growth Rate</u>	N/A	1.52%	1.04%	0.75%	1.23%
<u>Monterey Co.:</u>	361,448	394,171	440,295	478,623	519,969
<u>Ave. Annl. % Growth Rate</u>	N/A	1.75	2.24%	1.68%	1.67%

Source: Association of Monterey Bay Area Governments, 1994 Regional Population and Economic Forecast. Note that 1995 population estimates from that year have already been exceeded.

The 1994 AMBAG forecasts shown in Table 3 would appear to be in denial of historical growth trends for the last 15 years, which showed King City's growth generally to exceed that of the County as a whole. AMBAG would place King City's growth at substantially less than that of the County.

In place of the AMBAG forecasts, this general plan will be based upon a more realistic forecast of King City's population growth. This forecast, shown in Table 4 below, is based upon King City maintaining the same growth rate as it has over the past 15 to 25 years, i.e. 3.9%. This is a higher growth rate than the County, which has also been consistently true for the last 25 years (King City at 3.9% versus the County at 1.64% average annual growth). It is not as high, however, as the 4.6% annual growth rate experienced during the first five years of the 90's. Over this recent period, the community's growth has been spurred by unusual conditions that should not be anticipated to continue indefinitely. Still, a growth rate of close to 4% would be considered quite high by most communities. If growth does continue at this pace, the rate of growth might ultimately become a matter of controversy within the community.

**Table 4: Projected King City
Population Growth, 1995 - 2015**

<u>Year</u>	<u>Population</u>
1995	9,697 *
2000	11,740
2005	14,215
2010	17,215
2015	20,842

* Estimated by California Dept. of Finance

Source: Perspective Planning, 1995. Based upon average annual growth of 3.9%.

The above forecast shows that the City's population would be expected to double in less than 20 years. It is considered to be more realistic, however, than the AMBAG projections, which forecast that the City would not reach the level of 11,000 persons until the year 2015. In the alternative population projection shown in Table 4, this level would be reached by the year 2000. It is likely that the City has already exceeded 10,000 in total population.

The Housing Element provides greater detail about population characteristics including family size, age, ethnicity, and other factors.



4.2 Employment and Economic Base

The economic base of King City is concentrated on agriculture and agriculture-related services, primarily food processing and packaging. Over the last fifteen years, substantial growth has occurred in this sector. Currently, the City is home to several food processing plants, including Basic Vegetable Products, Cal Compack, Rio Farms, Meyer Tomatoes, and Pacific Valley Harvesting.

In addition, a co-generation power plant related to the city's major food processing plant (Basic Vegetable) has stimulated even more employment since its completion in 1990. These facilities are situated near the intersection of Metz Road and Airport Drive in the north of the City, and are highly visible

King City General Plan Economic Development Element

from a distance of over two miles along Highway 101.

See Table 5 below, as well as Figure ED-2, King City Economic Zones, in Section One of the Consolidated Plan Document.

Table 5: King City Labor Force, 1990		
<u>Sector</u>	<u># Employed</u>	<u>% of Total</u>
<u>Agriculture</u>	1,193	38.5%
<u>Mining</u>	22	0.7%
<u>Construction</u>	206	6.6%
<u>Manufacturing:</u>		
Nondurable	249	8.0%
Durable	15	0.5%
<u>Transportation</u>	19	0.6%
<u>Communication & Public Utilities</u>	37	1.2%
<u>Wholesale Trade</u>	134	4.3%
<u>Retail Trade</u>	434	14.0%
<u>Finance, Insurance & Real Estate</u>	57	1.8%
<u>Services:</u>		
Business & Repair	101	3.3%
Personal	26	0.8%
Entertainment	25	0.8%
Health	133	4.3%
Education	218	7.0%
Other Professional	52	1.7%
<u>Public Administration</u>	177	5.7%
Total:	3,098	100.0%

Source: U.S. Census Bureau, 1990 Census

There have been substantial changes in the composition of the economic base for Monterey County and for King City since the 1990 Census. The Defense Department has closed Fort Ord and substantially reduced the workforce at Fort Hunter-Liggett, both of which lie within commuting distance of King City. Thus, government employment (especially military personnel) is significantly

lower than the figure represented in the 1990 data.

Unemployment in Monterey County has been running higher than for the State of California as a whole in recent years. The unemployment rate in the Salinas/Monterey county Metropolitan Statistical Area was an estimated 8.3 percent during October 1995. Seasonal factors dominate the local job market. With the end of the tourist and food

processing season in late fall, job reductions typically occur in most industry groups. Unemployment in the mid-winter months is usually close to 20%.

Monterey County's employment base is changing in many ways. With the redevelopment of Fort Ord as the newest campus of the California State University system, it is expected that several thousand jobs will be created at the new campus over the next five-ten years. The higher education sector typically provides higher average earnings than the military. The "multiplier effect" from CSUMB is thus expected to generate several thousand additional jobs regionally, in construction and in services related to the university. The key limiting factor to this sector is the rate at which enrollment is allowed to grow at the new CSU Monterey Bay.

Several of the County's industries have added jobs in recent years: Public education, construction, retail trade, nondurable wholesale trade, hotels and other lodging, and health-care services. The State and national economies are currently in a slow but steady recovery, leading to hopes that Monterey County will also reduce its chronically high seasonal unemployment rate.

King City is also making a strategic shift in its economic development plans for the future. The city intends to invest substantial sums in roads, bridges, and other infrastructure to improve access and services to its primary industrial area near the Airport, the East Ranch and Silva Ranch projects. The City is applying redevelopment funding to improvements at the East Ranch Industrial Park in order to attract new investment.

With this investment, the City intends to diversify its economic base by attracting more permanent and stable industries. By this means, the City plans to alleviate high rates of seasonal unemployment.

Agriculture and food processing will likely remain, however, as the economic lifeblood of King City and surrounding communities in southern Monterey County. Several policies and programs of this Economic Development Element are designed to encourage new industries that will meet the community's high standards to locate within King City. These include such sectors as warehousing and distribution, "footloose" manufacturing, export-oriented firms, emerging technologies, and business services.

Section II of this Economic Development Element will provide a set of policies and action programs for accomplishing this strategic shift.



4.3 Commercial Uses

King City has historically served as the retailing and service center for all of Southern Monterey County. Its strategic location along Highway 101 assures that this role will continue.

It is also clear, however, that traffic patterns that dictate retail property values have shifted within the community over the last 25-30 years. In the past, the central core of the community formerly was located at the upper, eastern end of Broadway Street. It

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now appears that more retail transactions take place at the lower, western end of this street. As developers create more retail centers on several large, vacant parcels near Highway 101 along Franciscan Way, this trend may be expected to accelerate.

Upper Broadway Street will probably continue as the more desirable location for specialty retailing, financial and insurance offices, and entertainment. Lower Broadway Street will probably expand in general retailing, freeway- and visitor-oriented development, and medical offices related to Mee Memorial Hospital.

Auto-oriented and service commercial development is found throughout many of the retail zones of the city, but particularly along First and Second Streets and in industrial

areas east of the railroad tracks. Trucking facilities are located in proximity to the railroad and along Airport Drive and Bitterwater Road.

Policies and programs are provided in the Land Use Element to guide and direct commercial growth in the future in a manner that respects the existing pattern of retail activity. In addition, this Economic Development Element is intended to provide a comprehensive framework for integrating new retail commercial development with the existing local retail centers. A primary goal of these policies is to retain city's role as the retail hub of the South County.

The next section will provide the policies and action programs for economic development in King City.

II. ECONOMIC DEVELOPMENT GOALS, POLICIES, and ACTION PROGRAMS

The following goals, policies, and action programs are adopted by King City in order to provide a framework for its future economic development:

VISION: To facilitate a stable community economy and high quality of life by fostering new investment to generate new and improved property values, municipal revenue, and employment opportunities.

GOALS:

1. Enhance awareness of investment potential of King City to both local and external business.
2. Assist existing local enterprises to remain and to expand within King City.
3. Promote diversification of the King City economic base in order to provide year-round full employment.
4. Encourage the development, marketing, and sale of East Ranch Business Park in accordance with appropriate standards.

Policies:

- A. The City shall establish an "ambassador" program to meet with interested business prospects and promote King City as a business location.
- B. The City shall encourage strategic alliances between local government and existing or potential businesses to improve competitiveness and promote local exports.
- C. City staff and representatives will network with other business associations, real estate brokers, and economic development entities in Monterey County and in California.
- D. The City will prepare and regularly update a "community profile" with appropriate text and graphics to promote the city as a business location; will regularly issue news releases about business trends within the region; and will strategically advertise in

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appropriate publications to reach the intended market for location consultants, entrepreneurs, and other economic development opportunities.

E. The City will specifically target the following economic sectors for future development within the community in order to improve the city's economic base:

- Warehouse and distribution;
- Trucking and transport;
- Agri-business supply and services;
- Food processing;
- Agri-business research and development;
- Environmental technology and waste management; and
- Telecommunications.

Priority will be given to those firms that will contribute to year-round or off-peak employment opportunities.

F. The City will actively seek local expansion of vocational, business, and academic/professional training opportunities through extension programs at CSU Monterey Bay and Hartnell College.

F. The City will prepare and implement an urban design plan to revitalize Broadway Street as a retail commercial corridor, and First Street as a mixed service commercial and retail commercial corridor. The downtown area should emphasize those uses that would contribute to a pedestrian-oriented shopping atmosphere, such as restaurants, jewelry, clothing, gift stores, and entertainment.

H. The City will strive to retain its position as the retail hub of South County. New retail development and shopping centers will be encouraged to locate within properly-zoned properties within the community.

Action Programs:

1. The City Economic Development Director will generate and follow up on contacts with potential business prospects at every opportunity.
2. The City Council and Administrator will provide full financial and logistical support, within the limits established in the annual budget, to provide the economic development program with the tools needed to initiate contacts, build networks, and respond to inquiries effectively.
3. The City Planning Commission and Council will provide regular monitoring and performance evaluation to the economic development program to assess its achievement of specified goals, evaluate relative effectiveness, and pro-

vide guidance and direction. At least two formal performance reports shall be reviewed annually, summarizing activities and measuring performance against the indicators established above.

4. Use permit applications and development plans for new industrial and commercial developments will be reviewed as expeditiously as possible, within the constraints of State law and local ordinance.
5. When new retail development is proposed that would exceed 100,000 s.f. in gross leasable area, the City will generally require an economic analysis to assess the impact that such development would have upon the distribution of regional retail sales and municipal sales tax receipts. Where such a study reveals that a new retail development would not result in any significant net new retail sales to the community, the developer shall be encouraged to obtain leasing commitments from stores that are complementary -- rather than competitive -- with the existing retail opportunities provided within the community.

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